

# GRAIN DEALERS' JOURNAL

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## GOFFE &amp; CARKENER CO.

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prime and freight cost. Price \$3.00.

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Clark's Grain Tables for Car Loads, so extensively  
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CORN (56 lbs.) eight tables, 20,000 to 108,000 lbs.  
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BARLEY (48 lbs.) six tables, 20,000 to 86,000 lbs.

The number of bushels in any weight of grain,  
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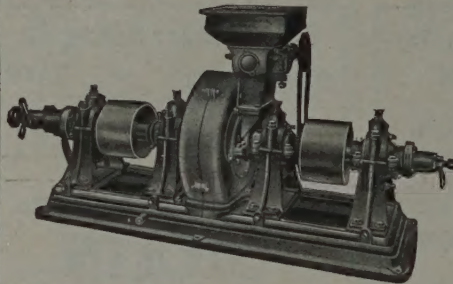
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Let us prove it to you by sending you one on trial.

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It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

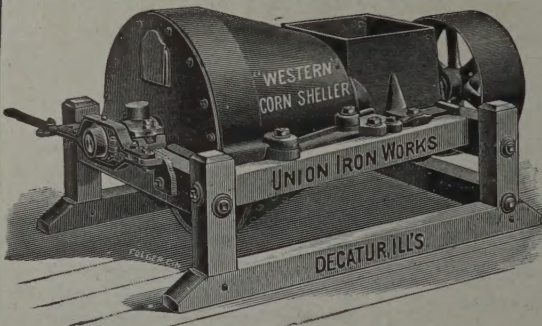
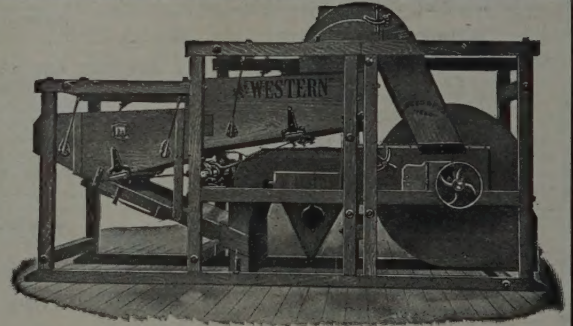
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It contains sixteen grain tables and a freight table all printed from heavy faced type in two colors. Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1 2/3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs., and 80 lbs. per bu.

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Grain Dealers Journal

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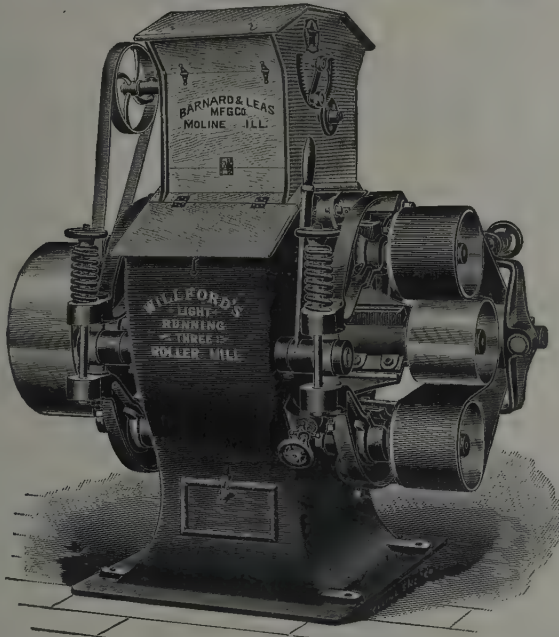
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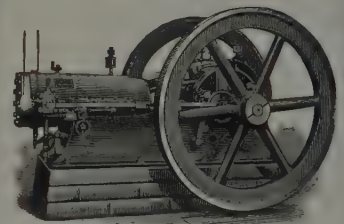
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has the  
Wipe Spark Igniter  
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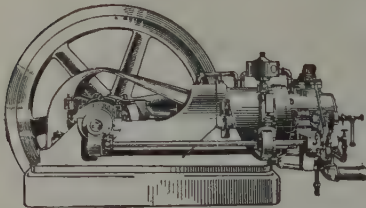
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255 La Salle St., Chicago, Ill.

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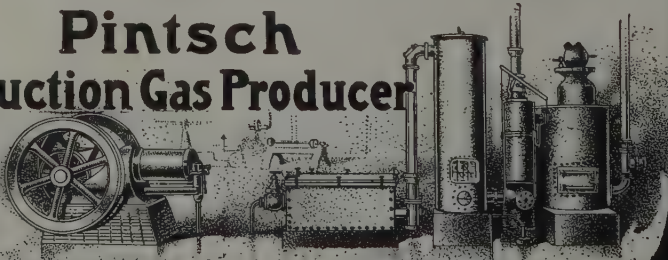
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Practical  
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RECORD BOOK  
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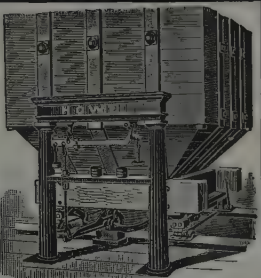
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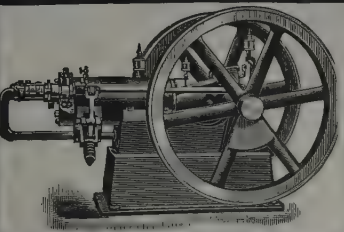
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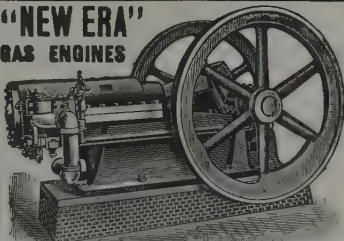
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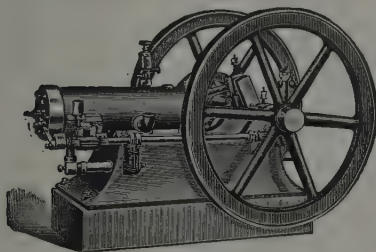
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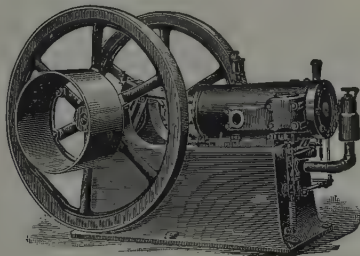


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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.



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## No Equal

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Yours truly,  
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On Cards

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Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

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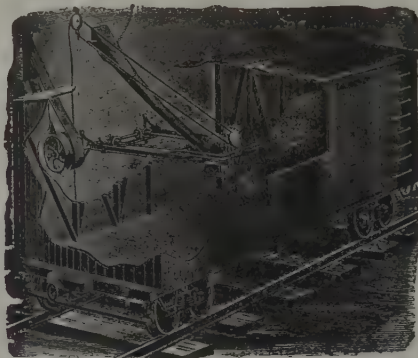
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Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

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It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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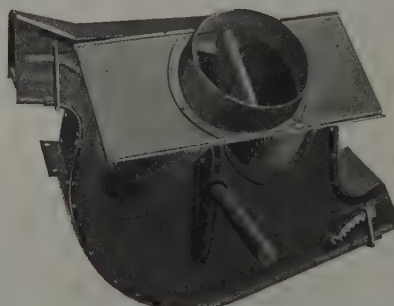
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bill, by having an Elevator that  
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Exclusive  
Western  
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**Mt. Vesper  
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Simplest  
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Designers and Builders of  
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Capacities Furnished.  
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**MODERN  
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Any Style and Capacity  
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**L. O. HICKOK**

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Better have **YOUNGLOVE** build your  
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**DUPLICATING SCALE TICKET BOOK**

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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of any size, style or capacity  
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I build of combination materials  
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300,000 Bu. Storage, Erected at Minneapolis for Albert Dickinson Seed Co. We Have Constructed 28 Tanks for The Dickinson Co., with a Total Capacity of Over 1,000,000 Bu.

Make your insurance pay for your new plant—It's  
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### SQUARE BIN FIRE PROOF ELEVATORS

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IS TO BUILD

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which are right up-to-date  
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Designed and erected in any  
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**R**ECENTLY completed for the Lake Shore and  
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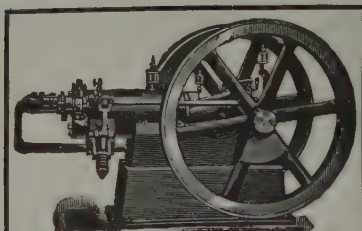
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Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

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Complete Equipments for Grain Elevators a Specialty.

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6-inch. 8ducts.

Read the list of Elevators using the Hall

## Signalling Distributor

(sent free) and notice that they are practically all located where grain is raised in large quantities and handled quickly.

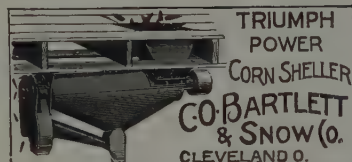
There are reasons why it is selected over all its competitors; you may be standing in your own light by not learning what they are—may we tell you?

NON-MIXING.

## Hall Distributor Co.

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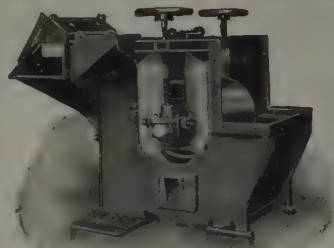


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C. O. BARTLETT & SNOW (O.)  
CLEVELAND O.

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Is obliged to equip your elevator with cups, belt and leg, DOUBLE the size necessary, because he knows you can't run the cups over half full on the average. They will choke if you do!

All this equipment could be half the size, and the cups run heaping full all the time by using a

## Hall Non-Chokable Boot,

and do the work quicker and better.

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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

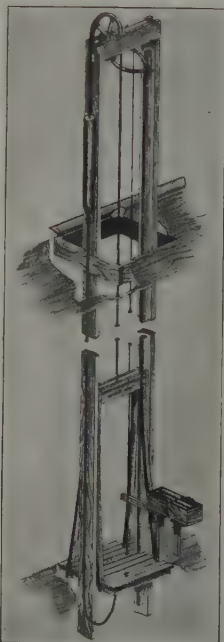
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## HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

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are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

A Friend When in Need  
is a Friend Indeed

If you haven't one of our passenger elevators you are in need of one of them.

Why Walk  
When You  
Can Ride  
Without  
Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

Time, Labor and Money  
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They are No Trouble,  
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The Best.

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

Sidney Elevator Mfg. Co., Sidney, O.

## COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Modern  
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In fact everything for the Complete Equipment of Country and Terminal Elevators. Our Catalog Sent Promptly on Request.

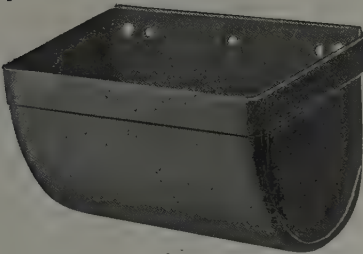
The Midland Machinery Co.

MINNEAPOLIS, MINN.



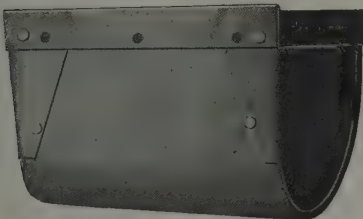
# GRAIN ELEVATOR SUPPLIES.

## The Banner



### Elevator Bucket

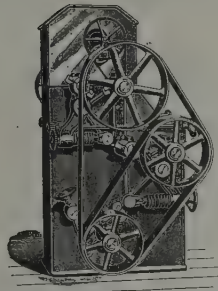
The only Bucket made from one self-same piece of sheet steel, with double reinforced top.



It is the best, most durable, greatest capacity and cheapest.

WRITE FOR PRICES.

**The Banner Mfg. Co.,**  
Agents Wanted. :: Hamler, Ohio



### DON'T BE TAKEN IN

By any smooth talk when buying a Feed Mill, but get right down to the facts and investigate. If you'll do that we'll take our chances on selling you a

### NORTHWAY FEED MILL

Because we know the Northway is the smoothest running, strongest, easiest adjusted and has a larger grinding capacity than any other feed mill on the market. Write for catalog explaining it. Complete line of Flour Mill and Elevator Supplies.

### Strong & Northway Mfg. Co.

N. W. Agents for Invincible Grain Cleaning Machinery

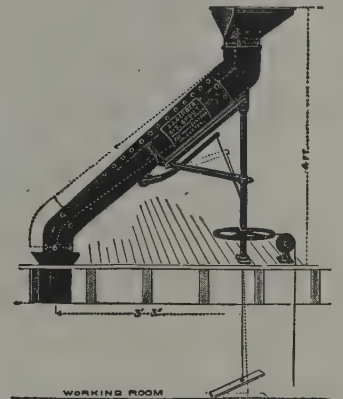
MINNEAPOLIS :: MINN.

## INVESTIGATE

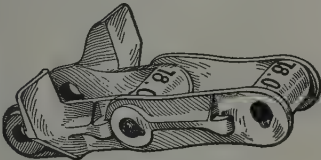
and you will find that the **GERBER IMPROVED DISTRIBUTING SPOUT** is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

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### THE A. H. R. Special Grain Feeder Chain No. 78



The Strongest in the United States for Grain Feeders.

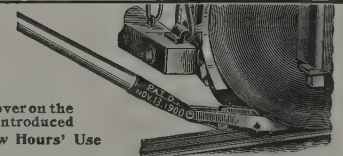
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### The Atlas Car-Mover

Manufactured exclusively by

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Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



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The Solvay Process Co.'s CALCIUM CHLORIDE is the best; its freezing point being 54° below Zero Fahr. It makes the best Water Jacket solution for Gasoline Engines.

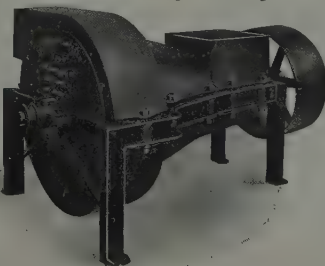
**CARBONDALE CHEMICAL CO.**

There is none better than that afforded by well filled fire buckets. The use of CALCIUM CHLORIDE SOLUTION in place of SALT BRINE, has these advantages:  
It does not evaporate.  
It does not become foul.  
It has no effect upon iron.  
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It is endorsed by insurance underwriters.

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## READ, THINK AND REASON

for yourself the advantages of this particular Sheller and Feeder. No pit or steel tank. No lower hopping to build when installing it or tear out when repairs are needed. Positive feed, clean shelling and don't break the cob so badly or crack the corn any worse than other shellers on the market. You can SEE that the feeder is OK. We want your orders NOW, to be shipped any date you name.



United States Corn Sheller

Send for our new folder and special price for 1906

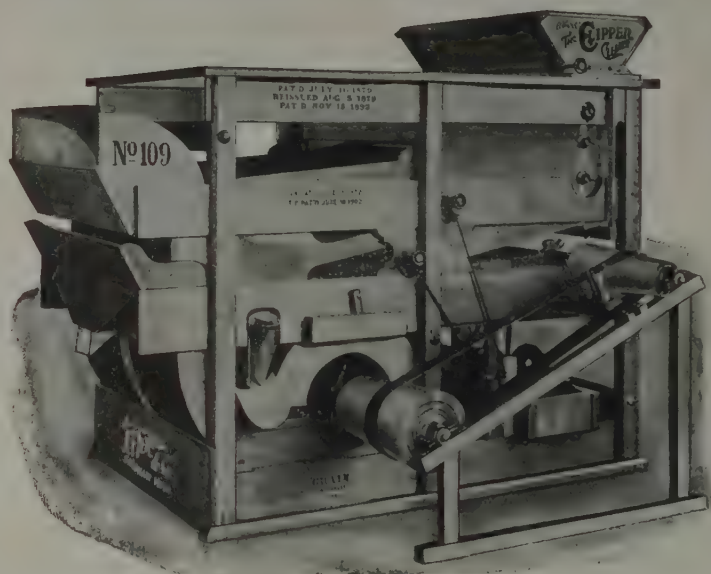
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Bloomington, Ill.



B. S. C. Chain Feeder and Conveyor.



# SECURE LARGE RETURNS BY THE USE OF



## The "Clipper" Corn Cleaner

This machine will grade and clean corn for seed in large quantities and do exceptionally fine work. It is adapted to handling all varieties of field and sweet corn. By use of the air blast all chaffy and shrunken kernels, with husks, silks and pieces of cob are carried out. The carefully perforated grade screens will dispose of all butt or tip grains, leaving an excellent grade for use on edge drop planters. Our machines are easy to install, simple to operate and require less power than any other cleaner of like capacity. They are sold upon a liberal guarantee of satisfaction. Write for catalogue.

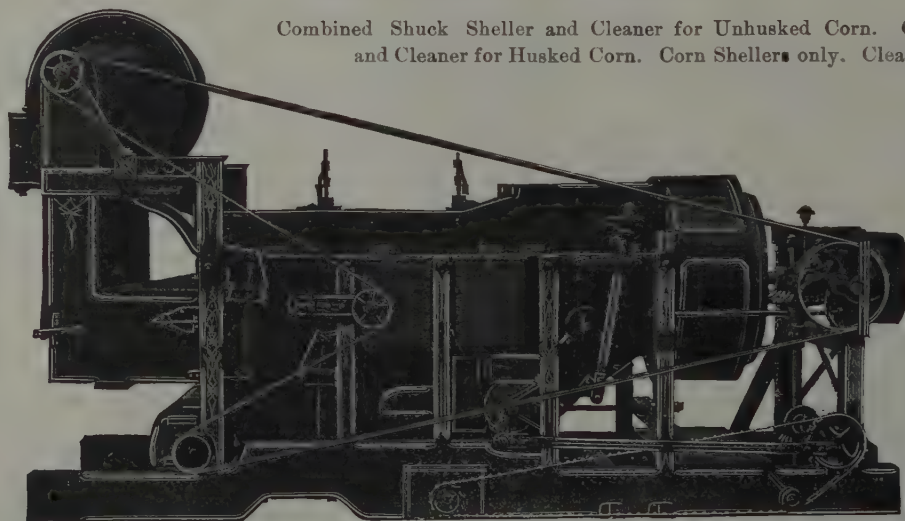
**A. T. FERRELL & CO., SAGINAW, W. S., MICH.**

**NEW PROCESS  
DUSTLESS CYLINDER**

## Corn Shellers and Cleaners

FOR ELEVATOR, WAREHOUSE OR MILL

Combined Shuck Sheller and Cleaner for Unhusked Corn. Combined Sheller and Cleaner for Husked Corn. Corn Shellers only. Cleaners only.



Favored by Insurance Companies because husks are carried out of building.

The New Process Combined Shuck Sheller and Cleaner shown here is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

**CLEAN CORN  
CLEAN COBS  
CLEAN HUSKS**

Send for our Catalog of EVERYTHING used in an ELEVATOR, WAREHOUSE or MILL

**MARSEILLES MFG. CO., Marseilles, Ill.**



# AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

## "Ellis Grain Drier"

Macdonald Engineering Co.

Sole Manufacturers

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ARE YOU PREPARED FOR IT?

Have You a Hess Drier?

If Not Do Not Delay. Order  
Now and be Ready

The Hess Drier is standard, and 95 per cent of all grain drying is done by this machine. It is used everywhere, and is the only *reliable* device of its kind. Free booklet.

**Hess Warming & Ventilating  
Company**

707 Tacoma Bldg. : : CHICAGO



# Break Ground in the Southwest this Spring

- ☞ The prospects were never brighter than at present.
- ☞ Farming land is advancing in price as steadily as it produces.
- ☞ The time for action—the time to **break ground**, is **now**!
- ☞ The climatic conditions of the Southwest should be considered also. The winters are short and mild, and the climate a happy mean between the extremes of the North and South.

☞ For purposes of investigation the Rock Island offers you cheap rates twice monthly—first and third Tuesdays—to practically all points Southwest.

☞ If you want to improve your condition—make more money, live outdoors, grow strong and hearty—take a trip Southwest and spy out that promising country, then select a good location and peel off your coat!

☞ Think it over and use this coupon. I will be glad to help you locate advantageously.



My name is \_\_\_\_\_

My address \_\_\_\_\_

N. B.—Draw a line through name of booklet wanted.

**JOHN SEBASTIAN, Passenger Traffic Mgr.  
Rock Island System, CHICAGO, ILL.**

Send me your booklets on MISSOURI, KANSAS, ARKANSAS, OKLAHOMA, INDIAN TERRITORY, TEXAS, NEW MEXICO and advise regarding rates for inspection trips.

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UP-TO-DATE eltrs in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

**ELEVATOR FOR SALE** at Carlos City, Ind. Address H. A. Gaddis, Modoc, Ind.

**FOR SALE**—A line of six elevators in Western Ohio. Address Aaron Smick, Decatur, Ill.

**ELEVATOR Bargains** from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

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**FOR SALE—ELEVATORS AND MILLS** in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

**ELEVATORS FOR SALE** in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Ill.

**FOR SALE**—Two cribbed elevators in best grain district of South Dakota; a fine proposition. Address Ward, Box 4, Grain Dealers Journal, Chicago, Ill.

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**OHIO ELEVATOR** and lumber and coal yards for sale at a bargain; handles 100,000 bushels annually. First-class condition. Lumber business will pay 10 percent on entire investment; 1,000 tons of coal retained in 1905. Address Retiring Partner, Box 3, Grain Dealers Journal, Chicago, Ill.

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**ELEVATOR** and residence at one of the best grain points in eastern Kansas for sale. A money maker. Address H. H., Box 5, Grain Dealers Journal, Chicago, Ill.

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**ELEVATOR AND RESIDENCE** for sale in western Ohio. Fine grain country and place. Good business, making money. Full particulars to all who mean business. Address F. P. J., Box 3, Grain Dealers Journal, Chicago, Ill.

**GRAIN, coal and lumber** business for sale in western Indiana; will be sold right. Here is a good chance. No competition in either line. If you mean business write at once. Address Ton, Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR FOR SALE**—in central Illinois; best wheat and corn country in state; thirty thousand bushels capacity; wagon and hopper scale, 10 h. p. gasoline engine, brick engine house modern in every respect. Address Agent, Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR AND COAL** business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

**THE BEST PAYING PROPOSITION** in Ohio for sale is my elevator, implement, vehicle, flour, feed, coal, horse and mule business. 5 of my buildings built in 1905 and elevator remodeled and rebuilt; poor health is my only reason for selling. For particulars write S. A. Muff, New Carlisle, Ohio. See ad in Journal of Feb. 25th.

**ELEVATOR** for sale—50,000 bushels capacity; oat house, 20,000 bushels capacity double shingle roof; corn crib, 15,000 bushels capacity, at station handling one million bushels with three dealers; one 3 roller Willford and one Bowsher steel mill. A good feed business. Here is a good opening for some one. Address John, Box 4, Grain Dealers Journal, Chicago, Ill.

**TWO GOOD ELEVATORS** located in best farming country in Illinois; 1 new up-to-date, built 1905; other good house used considerable; capacity 12,000 to 15,000 bushels each. Only elevators in town of 500 on C., B. & Q. R. R. Sell right; other business takes my time. Good retail feed and coal business. Address Jack, Box 4, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

**LINE** of elevators for sale. Other business requires our attention. E. R. Ulrich & Sons, Springfield, Ill.

**FOR SALE**—A small line of elevators in southeastern South Dakota. Address Elevator, Box 5, Grain Dealers Journal, Chicago, Ill.

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**FOR SALE**—An up-to-date elevator in first-class condition located in a northern Indiana town of 4,000. Capacity 25,000 bushels; doing good business in grain, seeds, lime, cement, sewer pipe, flour, etc. A bargain. Good reasons for selling. For particulars address Lawrence, Box 5, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR** for sale or exchange in central Ohio, wheat, corn, oats and hay territory; principally oats and hay. Sells coal, flour and feed. Good town, population 1,000; good schools and churches; good trade. Will sell cheap, worth the money. Do not write unless you mean business. Address Box 17, LaRue, Ohio.

**NEW 30,000 bushel** elevator; situated in a city of 2,500 population; in northeastern Indiana; no competition; will rent for one year for \$1,200 and give party privilege of buying at end of year for \$9,000 and let rent apply on purchase. Or, would like partner with \$3,000 who contemplates buying if place suits and I furnish elevator against his capital. Best references furnished and required. Address Dab, Box 4, Grain Dealers Journal, Chicago.

**FOR SALE**—Largest and best established local hay and grain business in the city of Omaha. Elevator capacity 40,000 bushels, commodious office; situated in the heart of the wholesale district. Does local business to the extent of \$80,000 per year. Elegant opening; best reason for selling. Cash preferred or would accept part cash and give favorable terms for balance to right party. Do not fail to write if looking for a good business opening. Address T. F. J., Box 5, Grain Dealers Journal, Chicago, Ill.



## ELEVATORS FOR SALE.

FOR SALE—20,000 bushel cribbed elevator; 6 h. p. gasoline engine; two stands elevators; doing 150,000 bushel business annually; cribs for 5,000 bushels corn. Best of competition; also 7 room residence, price \$7,500. Address Yards, Box 5, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

WILL BUY an elevator. Send description to Geo. Susdorf, Rantoul, Ill.

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WILL EXCHANGE 110 acre central Iowa farm for elevator and coal business. Address W. O. S., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR or mill and elevator wanted for good improved Illinois, Missouri or Iowa farm. Address Inde, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED to buy a line of four or five elevators in the northern part of North Dakota; would accept a good location in the Red River Valley. Address C. S. J., Box 199, Easton, Minn.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

ELEVATOR WANTED—Will exchange good farm of 104 acres in Morrow County, Ohio; three-fourths black land; good buildings, a well-improved farm for an elevator; must be a good point in western Ohio or eastern Indiana. Address G. A. Hirsch, Celina, O.

## MILLS FOR SALE.

NEW MODERN 100 barrel flour mill on Soo road for sale or trade for unimproved real estate. Address March Bros., Litchfield, Minn.

A RARE BUSINESS OPPORTUNITY: The Howersville Roller Mills for sale; a first-class plant and up to date in every particular. Address J. K. Hower, Danielsville Pa.

FOR SALE—Feed mill and coal business in connection; population 8,000 and has only one flouring mill. Splendid opportunity for young man. I wish to retire from business. Address Chas. N. Scheidt, Van Wert, Ohio.

FOR SALE—The Inter State Roller Mills, one hundred barrels capacity, roll for grinding feed; elevator and coal business attached, all in first-class condition. Mill making a high grade of flour. Good exchange business. Address I. W. Beers, Algona, Iowa.

## MISCELLANEOUS.

FOR SALE—Lease on mill and elevator; good town of 2,500. Snap, Greenwood Mill & Elevator Co., Greenwood, Ind.

WANTED—Money to build two elevators by experienced grain buyers. Plan on application. Address Polis, Box 5, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED—By experienced bookkeeper with grain firm. Best references; moderate salary. Address Box 238, Harris, Iowa.

POSITION WANTED—as bookkeeper in grain office or manager of line of elevators. Best references. Address G. J. S., 410 W. North St., Pontiac, Ill.

SITUATION WANTED—As manager of grain station with experience and best reference. Address F. H. C., Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—To run grain elevator in the Dakotas or Minnesota; had two years' experience; can give best of reference. Address C. M. Dale, Brown Valley, Minn.

POSITION WANTED with grain firm as manager and buyer at station or bookkeeper and general office man. Good references. Address Mon, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—by experienced scale man to travel and repair scales for some Co-Operation; can give best of references. Address Scale Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator; have been actively engaged in grain business for 18 years; last 10 years for myself. Address Indiana, Box 3, Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER—Experienced in grain and implement business wishes position with grain or track-buying firm. Must receive good salary. Might take interest in A-No. 1 business. Address Dick, Box 2, Grain Dealers Journal, Chicago, Ill.

A YOUNG MAN 25 years old with experience desires to correspond with milling companies or parties needing a manager or office man. Would invest to secure such a position. Address Honeoye, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED with good, reliable Chicago house by an experienced man, well acquainted with the grain trade in Illinois, Iowa and Nebraska. Can get plenty of business for a good house. Address Vage, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By two young men; one for office and one for elevator; 8 years experience and very best references. Will take charge of country elevator and guarantee satisfaction. Address Men, Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN, BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 714½ Francis St., St. Joseph, Mo.

POSITION WANTED as foreman or manager of a country grain station either on commission or salary. I understand both steam and gasoline power; also lumber. A good accountant; a hustler for business; have had 18 years' experience in grain and lumber business. Address Al., Box 2, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

SITUATION WANTED—As grain buyer in country town; German and American spoken; best references. Address J. W. Wallrich, 171 E. Chicago Ave., Chicago.

POSITION WANTED—Experienced man desires change in location. Can fill any position in grain business. Ten years in the railroad business. Address Competent, Box 5, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

SINGLE MAN WANTED to take charge of elevator, steam power. Address W. F. Starz & Co., Fowler, Ind.

ASSISTANT secretary and traveling solicitor wanted for Illinois Grain Dealers Association. Good salary. S. W. Strong, Pontiac, Ill.

MAN WANTED—to work in feed mill; one who is familiar with gasoline engine and mill machinery. Married man preferred. Chicago Suburb. Address K. C. J., Box 5, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER to take active management of and interest in a new station which is expected to handle 450,000 bushels annually. Apply quick. Rialto, Box 5, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

WANTED—GOOD BUSINESS MAN to buy part of stock of corporation doing thriving retail lumber and grain business. Large territory. Business established ten years. Thirty per cent annual dividends. Buyer must assume part of management and devote his entire time to business. \$10,000 to \$15,000 required. Address Tan, Box 1, Grain Dealers Journal, Chicago.

**We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**

**A CARD LIKE THIS**

Would do YOU a great deal of good at a small cost.

**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

EIGHT h. p. New Era gas or gasoline engine. Up-to-date. Good as new. Address Box 96, Emerson, Nebr.

STEAM ENGINE, 12x24, new, drop cut-off valves. Economical.

GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE—White gasoline engine; capacity 10 h. p.; all attachments; good as new. Cost \$600 will sell for \$350. Address Western Autographic Register Co., St. Paul, Minn.

FOR SALE—One 35 h. p. Russell engine 300 R. P. M.; one 30 h. p. Russell engine 300 R. P. M., fly wheel 42" x 9", cylinder 8" x 10". Address The Iola Portland Cement Co. of Texas, Dallas, Texas.

IT PAYS to buy a good engine; assume no risks! We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.

9 S. Canal St. Chicago, Ill.

**GASOLINE ENGINES FOR SALE**

1 6 h. p. Alamo engine, complete with electric spark; used two years.

1 20 h. p. Olds engine, used 3 years.

1 25 h. p. Olds engine, used 4 years.

1 22 h. p. Foos engine, used 2 years.

ALLEN P. ELY & CO.,

OMAHA, NEBR.

**MISCELLANEOUS WANTED.**

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED—As to the personnel of the Louisville Grain Co., Louisville, Ky. Are the Pickersells the same who ran the Southern Indiana Grain Co., at Sellersburg, Ind., several years ago? Address Easy Mark, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Definite information regarding the efforts of the railroads now being made to buy elevators along their right-of-way. As I understand it, the carriers are permitting a portion of the freight due on each shipment to be applied on the purchase. Any information will be treated confidentially. M. M. & Co., Box 5, Grain Dealers Journal, Chicago, Ill.

**MISCELLANEOUS FOR SALE.****FOR SALE**

1—8 in. x 4 ft. Hess Snyder & Co., Friction clutch pulley. Good as new. M. E. Frazier, Seville, Ohio.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1 8,000 pound Fairbanks hopper scale and hopper, 1 No. 00 end-shaker and dustless grain separator. Address F. H. Hoerman & Co., Washington, Kansas.

FLOUR, FEED, Feed-grinding, Salt and Implement business for sale; 47 miles north of Chicago on the C. M. & St. P. Ry.; good location for buying hay and grain. Full particulars given on application. Address E. J. Murrie, Russell, Ill.

SPECIAL BARGAINS—in brass grain testers; 1-25 h. p. gasoline engine, Lambert make; steam engines and boilers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators and oat clippers. Write for circular and what you want. If we have not got it, know where we can get it. Address A. S. Garman & Sons, Akron, Ohio.

**FOR SALE.**

Attrition mill, Foos No. 12, capacity 50 bushels per hour, new, cost \$248.00 will sell for \$148.00.

2 sifters, Nordyke & Marmon, 30 bushels each, as good as new, will sell at a bargain.

50 h. p. Cooper engine, 60 h. p. boiler, good condition.

Address Chas. C. Hubbell, Mt. Vernon, Ohio.

**FOR SALE**

1—No. 1 Richmond corn and cob crusher,

1—12" vertical Buhr mill,

1—14" farm and plantation mill,

1—18" farm and plantation mill,

1—2 hole Favorite corn sheller,

1—10" Appleton disc mill,

1 Small meal sieve,

1—No. 1 New Holland feed grinder,

1—No. 2 New Holland feed grinder,

1—150 bu. Howe hopper scale with hopper

1—600 lb. portable scale,

1—800 lb. portable scale.

HOLLISTER-WHITNEY CO.,

122 South Fifth St., Quincy, Ill.

**FOR SALE**

6 Odell roller mills double,

100 h. p. B. & W. water tube boiler,

4—½ ft. burr mill,

4 No. 2 Smith purifiers,

1 Centrifugal flour dressing machine,

28 elevator boots and heads with legs,

belts and buckets complete,

1 pair Howe 60 bushel hopper scales,

2 flour packers,

126 iron pulleys, various sizes,

110 bevel and spear gears, various sizes.

Lot of shafting, bearings, couplings, etc.

All of above very cheap.

CHAS. F. SHERRIFF CO.,

11 Jackson Bldg. Pittsburg, Pa

**ENGINES AND BOILERS.**

FOR SALE—Cheap. One 3 h. p. gasoline engine, new. Two 7 h. p. gasoline engines, new. One 10 h. p. gasoline engine, second-hand. One 20 h. p. locomotive boiler, second-hand. Address The W. W. Sly Mfg. Co., Cor. Junction & Train, Cleveland, O.

**MACHINES FOR SALE.****SPECIAL BARGAIN**

in six style B Nordyke & Marmon corn and meal dryers; good as new; rated capacity 50 bushels per hour. Address A. S. Garman & Sons, Akron, Ohio.

FOR SALE—One Howes and Ewell Eureka oat clipper No. 4, capacity 300 to 350 bushels per hour. Nearly new; also some second hand machinery, shafting and pulleys. Address Wagner & Sons, Storm Lake, Iowa.

**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

**SEEDS WANTED.**

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

WANTED—Few cars new crop Orange and Amber Cane. Quote price sacked, delivered. Texas Seed & Floral Co., Dallas, Texas.

CLOVER SEED WANTED—Send samples of medium Alsike and Mammoth. Car lots or less. Name price. Address N. H. Adams & Son, Decorah, Iowa.

**HAY WANTED.**

HAY AND STRAW wanted. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.



## SEEDS FOR SALE.

**ALFALFA SEED.** Beardless barley. Address J. E. Wing & Bros., Mechanicsburg, Ohio.

**HUNGARIAN Seed** for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

**ALFALFA SEED** \$8.00 per bushel. Lightning gasoline engine 4 h. p. Address Wesley Kouns, Salina, Kans.

**LEAMING SEED CORN**—My circular tells you all about it. Address Leigh F. Maxcy, R. 1., Curran, Ill.

**KAFFIR CORN, MILLET AND CANE** a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

**FOR SALE**—First-class clover seed and pure bred Leaming seed corn. Address L. F. Stoecker, Peoria, Ill.

**CLOVER, ALSIKE and Timothy** seed for sale. For samples and prices write Walter G. Trumpler, Tiffin, Ohio.

**FOR SALE**—Fine quality Iowa grown timothy seed; samples furnished. Address Gaston & Smith, Winterset, Ia.

**SEEDS FOR SALE**—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

### SEED OATS.

Write Moberley & Co., of Windsor, Ill., at once for prices on good clean Seed Oats.

**WHITE WHEAT** and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

**SEED CORN** for sale. Guaranteed to grow where any corn will grow. Write for catalog. Address W. W. Van Sant & Sons, Box 36, Farragut, Iowa.

**SEED CORN** pure bred, fire dried; shipped in the ear or shelled. Send for catalog and booklet. Address R. S. Stall & Co., Thorntown, Boone Co., Ind.

**GOOD SEED OATS** for sale about 1,000 bushels cut before September frost; clean and free from all foul seeds. Address Buffalo Ranch, Regina, Man.

**WESTERN HEADQUARTERS** for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

**PRIME TIMOTHY SEED** for sale at \$1.35 per bushel. Flax seed at \$1.35. Sacks 20 cents. Send your orders to Thor Lumber & Grain Co., Thor, Iowa.

### SEEDS BOUGHT AND SOLD.

Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

### DWARF ESSEX RAPE.

Let us know how much you want. We will send you sample and make our best price delivered your station; also Pure Seed Flax, Fancy Timothy and Field Seeds of all kinds. Medium, Alsike, Mammoth Clover, etc. Address N. H. Adams & Son, Decorah, Iowa.

### Seed Corn, Clover, Grass, Field and Garden Seed

We make Seed Corn a specialty and can furnish any quantity of St. Charles White, Iowa Silver Mine, Coopers Prime Yellow and a limited quantity of the other leading varieties. We buy large quantities of Clover, Timothy and Field Seeds. If you have any to offer submit samples and quote price. Write for samples and price.

**NISHNA VALLEY SEED CO., Hamburg, Ia.**

## SEEDS FOR SALE.

**REID'S Yellow Dent** seed corn, Silver mine oats, choice clover and timothy seed for sale. Fred McCulloch, Hartwich, Ia.

**FOR SALE**—Early Iowa Wheat, New Lincoln and Silver Mine seed oats. Send for samples and prices. Address Bert Fry, Plainfield, Iowa.

**TAYLOR'S IMPROVED Premier** corn: Highest awards Chicago, 1893; Omaha, 1898; Buffalo, 1901; St. Louis, 1904. Catalog free. Address C. R. Taylor, Hamburg, Iowa.

**RED, WHITE ALSIKE and ALFALFA CLOVERS and MEADOW FESCUE** for sale in car lots or less. Address S. G. Courteen, Seed Merchant, Milwaukee, Wis.

**WE ARE** buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. Address THE ILLINOIS SEED CO., Chicago, Ill.

**CARLOADS AND LESS:** Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

**SEED CORN** for sale—Johnson County white dent. First on best bushel white corn Illinois state fair 1902, 1903, 1905. Highest award Indiana State fair. First in class, sweepstakes and Grand sweepstakes Purdue Corn School. Write for circular and price. L. B. Clore, Franklin, Ind.

**KANSAS SEED HOUSE,** F. Barteldes & Co., Lawrence, Kansas, are headquarters for ALFALFA, BROME GRASS, ENGLISH BLUE GRASS, CANE SEED, KAFFIR CORN, RUSSIAN SPELTZ, MACARONI WHEAT, DWARF ESSEX RAPE, OKLAHOMA DWARF and other BROOM CORNS, KHERSON OATS and all other FIELD, FARM and GARDEN SEEDS. Ask NOW for quotations.

## GRAIN WANTED.

**MILLING RYE** wanted. Send samples and we will make prompt offers. T. G. White Cereal Co., Cedar Rapids, Iowa.

**CORRESPONDENTS SOLICITED.** GRAIN—HAY—FEEDSTUFFS. Cantelou Bros., Wholesale Brokers, Montgomery, Ala.

**HOT AND DAMAGED CORN** of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

**WANTED**—1 to 10 cars each snap, and sacked shelled corn, and tagged pure corn chops. Write or wire W. T. Wilson, Nacogdoches, Texas.

**PURE** white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

**WE ARE** in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

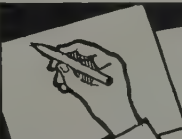
**WANTED**—To hear from local elevator men (Western and Eastern) who have grain and hay; also manufacturers of mill feed as we are always in the market for the above. Send samples with best offer. If in the west give your rate to Philadelphia and New York. Address Fickes Grain & Feed Co., Newville, Pa.

## GRAIN FOR SALE.

**MIXED CARS** a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

## Do You Want


The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.



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for our price list. It will convince you that this is the place from which to buy your bags. Just say, "Send price list." We'll know what's wanted.

**MILWAUKEE BAG CO. Milwaukee, Wis.**



## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

**Gentlemen**—Enclosed find One and <sup>50</sup>/<sub>100</sub> Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

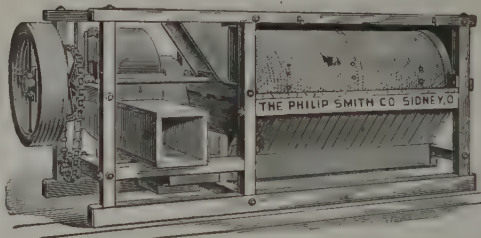
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State.....

We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.



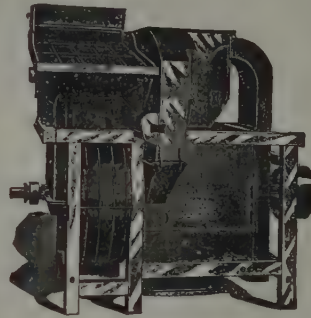
FOR PRICE ON WAREHOUSE  
AND ELEVATOR MACHINERY

WRITE

The Philip Smith  
Company,

SIDNEY :: :: OHIO

## INVINCIBLE OAT CLIPPER



This is the way it  
earns money  
for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
4. Less attention needed.
5. Better quality of work done.

*It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

**Invincible Grain Cleaner Co.**

Silver Creek, N. Y.

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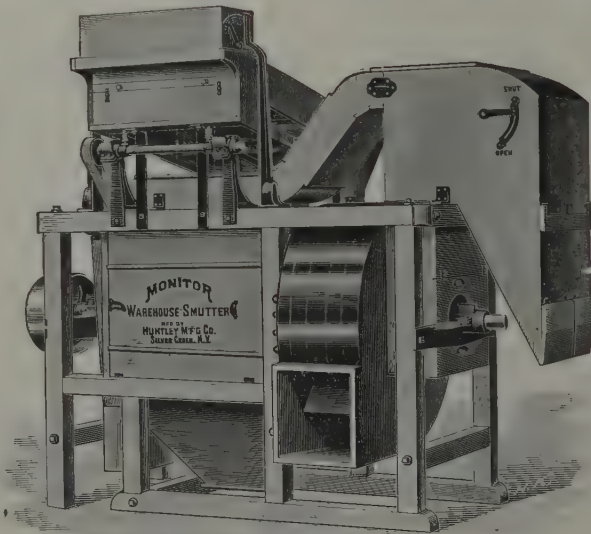
Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill. Phone Harrison 667

Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.  
J. N. Bacon, Balchier Block, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

## Here is the **MONITOR WAREHOUSE SMUTTER**



Built on honor and built to last. The superior of any machine manufactured for cleaning smutty wheat, while it will also do the best work on ordinary wheat.

Possessing the wonderful system of Monitor air separations and perfect ventilation, this machine is in a class by itself. Beaters are all adjustable and will do as light or as severe scouring as may be desired. All parts subjected to wear, and the cylinders are of chilled iron. This machine is built to run either right or left, fan to discharge from either side of the machine, and can be driven from either end. Is also adapted to do high quality work clipping oats. An ideal machine in every particular.

Write us about it.

**HUNTLEY MFG. COMPANY**

**SILVER CREEK, NEW YORK**

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316-318 4th Ave., So. Minneapolis, Minn., A. F. Schuler, Agent.  
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AWARDED THE GRAIN DEALERS  
JOURNAL BY THE AMERICAN  
NEWSPAPER DIRECTORY

## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,  
Manager.

#### Subscription Rates

To United States, Canada, and Mexico One  
Year \$1.50; Six Months 75 cents.

To Foreign Countries within the Postal  
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A Red Wrapper on your Journal means  
your subscription has expired.

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value of The Grain Dealers Journal as a medium  
for reaching the grain dealers and elevator  
men of the country is unquestioned. The  
character and number of advertisements in  
its columns tell of its worth. If you would  
be classed with the leading firms, place your  
announcements in the leading Journal.

#### Letters

on subjects of interest to those engaged in  
the grain trade, news items and crop reports  
are always welcome.

Entered at Chicago, Ill., Post Office as  
Second-Class Matter.

CHICAGO, ILL., MARCH 10, 1906.

SPRING is here and the crop killers  
will soon be in evidence.

RECEIVERS who have lost by forged  
Bs/L will be delighted with H. R. 15846.

CHICAGO will again be favored with  
the annual meeting of the Grain Dealers  
Nat'l Ass'n—June 4-5.

SHIPPING off-grade to apply on contracts  
is invariably accompanied with heavy losses.  
Study to avoid such losses.

THE CLEANER the grain you load  
into cars the better will it keep, the higher  
will it grade and the more money will it  
bring you.

RECIPROCAL demurrage has solved  
the car shortage problem in Texas, which  
should be enough to warrant its being given  
a trial elsewhere.

BE FRIENDLY with your competitors  
whether they are members of your ass'n  
or not. You will find no profit or pleasure  
in permitting a continuance of discordant  
relations.

TWENTY-FOUR hours is ample time  
for resampling and no shipper can afford  
to give more. If buyer does not see fit to  
reject within that time he should forever  
hold his peace. A declining market does  
not induce all buyers to hold purchases  
until spoiled, but enough do to condemn  
this method of doing business.

SHIPPERS who do not relish the privilege  
of paying 20% extra freight to induce  
carriers to assume their common law  
liabilities will be quick to work for the  
passage of H. R. 15846.

IMPASSABLE ROADS are already  
interfering with the marketing of grain.  
This does not apply to sections where  
people are progressive enough to build  
good roads which keep the markets open  
for farmers' produce the year round.

HAVE you done your share of appealing  
to your representatives in Congress  
in behalf of the Hepburn-Dolliver bill?  
Yes. Well then take it up with your  
Senators again and in earnest, before the  
good effect of all previous work is lost.

IF THE last Government crop is "way  
off," as many insist, the place to register  
kicks is with your representatives in Congress.  
By voting for the pending measure  
which appropriates \$250,000 for the  
crop bureau they will place the Agricultural  
Dept. in a position to compile correct  
reports.

RUMOR has it that at least one railroad  
is paying rebates on grain shipments  
by accepting, in lieu of cash for freight  
receipts for part of the purchase money  
on a fictitious sale of the shipper's elevator  
to the carrier. Shippers having explicit  
information regarding transactions of  
this character will confer a great favor  
on the grain trade at large and ourselves  
by giving us the facts for publication.

THE RELUCTANCE of shippers to  
give us statements of their discounts on  
grain shipped during the last six months  
of last year, in order that enough cars  
can be obtained to make a fair comparison  
of the results in the different markets,  
shows a remarkable passiveness. If  
the trade is suffering a real wrong, then  
the quickest way to effect its relief is to  
give publicity to the facts. Truthful  
statements of experiences with discounts  
can offend no honest receiver, but they  
may help to bring about relief from one  
of the most serious troubles the shipper  
has to meet.

FEDERAL inspection as provided for  
in the McCumber Bill seems far from  
realization. The Senator and his cohorts  
prate much on poor grades and adulteration,  
but in such indefinite and general  
terms as to receive little credit from their  
fellow members in Congress. It is very  
evident that if the Senator could have  
every kernel of North Dakota grain  
wrapped in a separate piece of tissue paper  
bearing its grade or else, better still,  
have the grade number burned in the  
bran, he would be satisfied. The trade  
has given little attention to his different  
productions along the line of federal inspection  
bills, principally because there  
seems to be little chance of any of his  
products being passed by either house.  
He is too impractical.

LOOK OUT for Geo. S. Smith, who  
pretends to be representing "Gale Brothers  
Commission Co." He is obtaining  
money under false pretenses and those  
who make any advances to him are likely  
to lose the money. His operations at Macon,  
Ill., recounted in this number, Illinois  
column, will cost one man \$75.

THE RECENT decline in the grain  
markets caught many inexperienced shippers  
with much high priced stuff to sell.  
Almost any one can buy grain and sell it  
at a profit on a rising market, but when  
it comes to merchandising grain on a  
declining market even grain men with  
years of experience find it difficult to  
place their grain at a profit.

THE Missouri grain inspectors of Kansas  
City seem to be unable to keep their  
work above suspicion of slack and careless  
methods and the Warehouse commission  
is keeping busy investigating charges.  
It is time the grain inspection departments  
of the country were taken out of politics  
and men be employed on account of their  
ability to judge of the quality of grain.

JUDGING from the dilatory tactics of  
the carriers' representatives on the 120%  
Uniform Bill of Lading Committee, they  
are still in hopes of forcing this extra  
20% tax on unsuspecting shippers. In  
fact some shippers, who evidently haven't  
time to read, are accepting this form, notwithstanding  
that in so doing they release  
carriers from many of their responsibilities.  
A 120% bill of lading should not be  
accepted under any conditions or circumstances.

DEALERS who carefully conduct experiments  
to determine the shrinkage of corn in the  
crib will confer a great favor on the entire  
trade by giving the result of their experiments  
in detail. The shrinkage varies greatly in  
different seasons under different conditions  
and with corn of different sections, but the  
average shrinkage under different conditions  
should assist the cribber in determining  
how much shrinkage he should expect and  
hence how long he could afford to carry  
the grain in store.

#### CONFESS TO GIVING REBATES.

According to the testimony given before  
the Interstate Commerce Commission at  
Cincinnati this week the Big Four Ry.  
has been giving cash rebates and making  
other concessions to favored shippers in  
defiance of the Elkins and all other laws.  
This is not the testimony of the shippers  
discriminated against, but the testimony of  
the railroad officials, hence no one will  
deny it is correct. Under present conditions  
the railroads seem to be able to build up  
the business of their favored ones without  
any fear of suffering from the enforcement  
of the laws.

If all citizens are to have a fair and  
equal chance to do business, rebates, fa-

vors and discriminations must be terminated. It would be to the advantage of the grain shippers of this country to suspend business until such legislation is obtained as will insure fair and equitable rates to all alike.

#### ARE YOUR ASSESSMENTS RIGHT?

Is the assessment of the tax on your elevator and its contents levied according to law or does the assessor simply list you for what he thinks you can afford to pay? The laws covering the assessment of property of this class in Nebraska and Kansas seems to have a very bewildering effect on the average assessor and some elevator owners have been paying taxes several times in excess of that intended by the law.

A few elevator men in other sections of the country have paid taxes on grain only, the assessor considering the elevator a depot for the handling of bulk grain and a part of the railroad's property. There is surely a marked difference in different sections of the same state, all of which is due to an imperfect understanding of the law's requirements on the part of the elevator owner if not on the part of the assessor. An exchange of views and the relation of experiences of different dealers on this subject would surely prove of interest and value to all concerned.

#### THE NATIONAL ASSOCIATION.

The grain trade needs a broad gauged national organization more than ever, for after depending upon it for certain work a few years many have become possessed of the National habit and naturally look to it for the solution of trade difficulties of interstate and national scope. Pioneers in ass'n work expected the adoption of the direct membership plan by the National to be followed by much ill-feeling between it and the state ass'ns and knowing that harmonious cooperation is essential to the success of all ass'n work expected the cause to suffer severely.

By the adoption of the resolution quoted in our report of the Decatur banquet published elsewhere in this number, the directors of the Illinois Ass'n not only welcome the National but recommend its members to support it, so there will be no friction in Illinois and the National officers are striving earnestly to avoid it elsewhere.

The trade must readily recognize that the direct membership plan is by far the most expensive and the least effective. It would be far more economical to have the National dues collected by the state secretary at the same time he collects the state association dues and that too without much extra work on his part, then would the national secretary be relieved of the work of obtaining individual country members and the collection of dues. He could devote his entire time to the promotion of common trade interests and

the solution of trade problems of national importance.

The state ass'n also has more to gain by the affiliated plan because it can always call upon the National with its large membership to cooperate in terminal marketwork of interstate character. Larger work can be carried on successfully by affiliated ass'ns and at less cost and it is to be hoped for the interest of the trade that the present plan of direct members will soon lead to it.

#### CONDUCT GERMINATING TESTS.

Every elevator owner can promote his own interest and that of his farmer patrons by conducting germinating tests of field seeds in his office. This applies with unusual force to many sections of the corn surplus states this year. Many of the growing tests made with last year's corn have developed the fact that a very small percentage of seed, that was apparently strong and healthy, would germinate.

It is much better for the elevator man to have good seed planted at the start, as replanting often comes so late as to insure a late crop of unmaturing grain which will bring him more discounts and losses on next winter's shipments.

The results of many growing tests have proved the unfitness of so much corn that was intended for seed that some of the promoters of the cause of improved seed have become alarmed. It behooves every grain buyer to get busy until the farmers are thoroughly schooled to the necessity of testing the germinating properties of their seed before placing it in the ground.

#### DO NOT NULLIFY YOUR POLICY.

A question of more than passing importance to every elevator owner if he carries any insurance, is as to whether a willful increase of the fire hazard in violation of his insurance policy does not void the policy.

In the Ohio column this number is recited the burning of a grain elevator at Farnham Siding which was the direct result of the installation of a home-made grain drier, with which the elevator man was experimenting in hope of perfecting a successful drier.

Several elevators have already been sacrificed to wood driers and it is doubtful if any insurance company familiar with past experiences would accept a grain elevator containing a drier of such construction. Air raised to a temperature of 200 degrees F. and propelled by a strong fan is pretty sure to char and finally ignite any wood with which it may come in contact, hence it is unfair to the insurance company or its policy holders to install such plants without due notice. Stock companies would no doubt refuse to pay the loss, hence it behooves those elevator owners who desire to collect their insurance without a law-suit to give more consideration to the rights and interests of the companies issuing the policy.

#### OHIO WILL HAVE A RAILROAD COMMISSION.

Ohio shippers are to have relief from unjust discrimination, unreasonable rates and indifferent service if they bring sufficient influence to bear upon the upper house of the State Assembly to induce it to pass House Bill No. 76, which was passed this week by a vote of 79 to 9.

The shipping interests of some states have profited largely through the enactment of bills creating state boards of railroad commissioners, but in others the commission seems to be content to draw its pay and do nothing, principally because its duties are not clearly prescribed. Ohio is not the only state considering the enactment of laws providing for more rigid regulation of railroads and the wonder is that every state has not long since regulated these public carriers as positively as does Texas, where shippers obtain cars when they need them and are never forced into bankruptcy through their inability to obtain cars or through the delay of shipments in transit until grain is rotten.

It behooves every shipper of Ohio to get busy and go after his representative in the upper house in earnest, lest he succumb to railroad influence and vote the wrong way when the bill is up for passage.

#### \$2,000 DAMAGES FOR REFUSING TO FURNISH CARS.

Grain shippers in all sections of the country, who have been compelled to suffer heavy losses during the past season because of railroad companies' refusal to supply empty cars when needed will be delighted to learn that John Wren, grain shipper of Deunquat, O., has just been awarded \$2,000 damages in his suit brought against the T. & O. C. R. R. Mr. Wren claimed discrimination in the furnishing of cars.

On Sept. 26th, '05, he asked for cars, but did not receive any until Jan. 25th, '06, while at points on either side of his station cars were furnished to his competitors. A similar suit brought by the T. S. Gilliland Grain Co., of Van Wert, O., against the Cincinnati Northern R. R., is now pending in the Ohio Supreme Court. D. H. Curry & Co., of Mason City, Ill., have also brought suit for damages on account of discrimination in the furnishing of cars.

It is gratifying to know that some shippers at least propose to insist upon having fair treatment. It will be a comparatively easy matter for them to obtain damages if their claims of discrimination are well sustained by strong evidence. Mr. Wren seems to have been fortunate in the possession of such evidence.

If any of our readers have recently brought suit for damages resulting from like discrimination we will be pleased to have the facts for publication that their brother dealers may take heart again.



## WILL MAKE ORDER BS/L NEGOTIABLE.

A bill—H. R. 15846—has been introduced in Congress by and for the benefit of the bankers, yet if it becomes a law, as it shud, grain shippers will be protected from the 120% greed of the Uniform B/L carriers and grain receivers will in a measure be protected from the avarice of the B/L forgers.

The courts have held that a B/L whether "to order" or straight is not negotiable unless expressly made so by law. It seems that in the eyes of the court the endorsement and delivery of an order B/L does not transfer the title of the property to the endorsee, but is merely an assignment by which the transferee acquires the title subject to the equities of all prior parties; and further that the contract of carriage, custody and delivery does not pass at all by virtue of the endorsement and delivery of the B/L, but remains in the shipper with whom the contract was made, hence in most cases the shipper must pay the freight if others fail to do so.

The present bill fails to furnish safe bankable security such as is desired and intended by the shipper, hence it is but natural bankers shud seek something better. In an effort to remedy the defects many states have enacted laws expressly making Bs/L negotiable. Such legislation as we have applies only to intrastate commerce, is inadequate and lacking in uniformity. Some of the state laws provide that all Bs/L shall be negotiable unless expressly provided to the contrary, which explains the perverseness and persistence with which carriers insist upon stamping their bills "Not Negotiable."

The necessity for Federal legislation which shall apply to interstate commerce, arises out of court decisions, which contraries to the general understanding hold Bs/L to be non-negotiable instruments.

The bill as introduced embodies the following features:

1. The issuance of order bills in which the words "order of" shall be printed.
2. To provide for full negotiability.
3. To prevent any alteration from interfering with enforcement of bill according to its original tenor.
4. To relieve banks handling such documents from undertaking any responsibility as to quantity or quality of goods.
5. To keep valid a bill until its actual surrender and cancellation by the Carrier.
6. To hold carriers responsible for the acts of their agents in issuing bills of lading.

Surely every grain dealer can heartily endorse this new bill and in the interest of his business will appeal to his representative in the House of Representatives to work for it.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### WILL CEMENT PITS KEEP WATER OUT OF ELEVATOR BOOTS?

*Grain Dealers Journal:* I learn from your columns that some grain dealers are using cement pits for elevator boots with satisfaction and that they keep out water and rodents when properly constructed. We would appreciate it very much if some person of experience would advise us how they should be constructed to give perfect protection against water and rodents. So far we have never heard of one in Texas blackland that was proof against high water. Hoping to read the experience of others in the next number of the Journal, we are, Howe Grain & Mercantile Co., Howe, Texas.

### CEMENT BOOT FOR WATER AND RATS.

*Grain Dealers Journal:* In reading the Journal of Feb. 25 I find an item about cement pits for elevator boots. As I am bothered with water in my elevator pit and have to do something to prevent it from coming in I would ask if someone that had similar trouble has put in cement pit to overcome it.

Can any of our brother dealers who was bothered with water in elevator pit, and who put in concrete or cement pit to prevent it, state what success he had with it, and how to proceed with the work?—J. V. Simek, Gladstone, Ia.

*Grain Dealers' Journal:* The rats put our elevator boots in bad shape, so we surrounded the whole thing with Portland cement to keep out both rats and water. We found it a first-class way to fix them, and cheap too.—F. S. Hanley, Elmwood, O.

### 41½ + COMMERCIAL SYMPATHY = 44.

*Grain Dealers Journal:* In reading query on page 220 last number from Edwin Beggs of Ashland, Ill., concerning his sale of yellow corn to Trave Elmore, who in turn shipped the grain to Henry Heile & Sons of Cincinnati, O., to apply on contract, will say, it looks as though Heile & Sons acted within their rights. In that Beggs trade was made with the understanding that any of his stuff if off-grade should be applied on contract at market difference. This case is not a rare one and is a good one for open discussion. That it was an act of kindness on the part of Gale Bros. to pay 44c for this car of No. 4 to Heile & Sons when the market was at 41c, is self-evident. Also that the price of 44c did the shipper no good in that he received only 41½c.

We must remember that there is no such thing as commercial sympathy. This car of No. 4 yellow was cool and sweet but was too damp to grade No. 3 but still Gale Bros. allowed Heile & Sons to fulfill part of their contract by accepting this car of No. 4. This is the "kindness" that Heile & Sons have reference to. Inasmuch as Heile & Sons could not lose anything by giving Mr. Beggs the price 44c which they received for the corn I see no reason why Heile & Sons should

not stand by the shippers instead of going back to the technicalities of the contract to protect their course.

Shippers in some localities are having their troubles with hot corn and every little "kindness" helps. Year before last while shipping corn to a Cincinnati house I had a case very similar to this one in which the firm stood by me to the last notch and they had no reason to regret it as I got them some business from other shippers within thirty miles of my elevator. My conclusions are that Heile & Sons acted within their rights but then there are other considerations besides dollars and cents to live for. Let's allow kindness of the above named have mutual effect and be better for it. Respectfully, Harry W. Kress, Cincinnati, O.

### OFFICERS KANSAS AND OKLAHOMA ASS'NS?

*Grain Dealers Journal:* Will the Journal please give me the name and address of the presidents of the Kansas and the Oklahoma Grain Dealers Ass'ns?—W. H. Brockman, Renfrow, Okla.

Ans.: L. Cortelyou of Muscotah, Kan., is pres. of the Kansas Grain Dealers Ass'n; and Geo. A. Masters of Perry, O. T., is pres. of the Grain Dealers Ass'n of Oklahoma and Indian Territories.

### WHERE HAVE THEY GONE?

*Grain Dealers Journal:* If any of your readers can tell of the present whereabouts of the organizers, promoters or managers of the Merchants Commission Co., the Atlas Grain Co., Scharitzer & Co., or Pickerell & Co., formerly of this city, or of the Southern Indiana Grain Co., of Sellersburg, Ind., they will confer a great favor. Can it be that any of those identified with these famous firms are now promoting the Louisville Grain Co.? Any information on this subject will be thankfully received by Suffering Trade.

### WHAT IS BEST CONSTRUCTION OF ELEVATOR LEG?

*Grain Dealers Journal:* I would like very much to see the opinions of different dealers who have had experience in the erection of grain elevators as to what they consider the best method of constructing an elevator leg. Should screenings which fall from cups as they pass over the head pulley be thrown into the down or the up leg?

How are the legs to be constructed to overcome the settling of the house, minimize friction in the bearings of the head, reduce the fire hazard and the expense for power? Any light you can give me on this subject will be greatly appreciated. J. B. Jones.

### CLAIMS FOR COST OF COOPERING CARS CAN BE COLLECTED.

*Grain Dealers Journal:* In answer to "A Subscriber" in your issue of Feb. 25, as to the liability of a railroad company to cooper cars, or pay for cooping done by a shipper, will say that in my opinion a railroad company is bound to furnish cars which are in a condition fit to receive grain. If it furnishes cars which are not in such condition it has not complied with the shippers order for cars and stands in the same position as if no car had been furnished, and the company is liable in damages for its refusal to furnish the shipper with cars. If the shipper has the consent of the company or its authorized agents to cooper the cars, then it is liable to pay him for them, or if it accepts the work after it is done, it is liable to pay

him for the work and material used. As a general proposition I believe the claims of this kind if properly presented can be collected. I have some pending at the present time. Otis S. Allen, Topeka, Kan.

#### GETTING RID OF WILDCAT BUYERS.

*Grain Dealers Journal:* In reply to J. M. C. in regard to wildcat buyers I will say I have always followed his advice and it is the only way to deal with them. Some of them, however, take after the nature of the cat they are named after and they are not happy unless they are making a disturbance; and they seem to be happiest when they can antagonize the legitimate dealer.—D. E. McBride, Mountain View, Okla.

#### EXPERIENCE IN CAIRO MARKET?

*Grain Dealers Journal:* We would like the experience of the trade with the Cairo market. Would like to hear from shippers to that market how weights hold out, and what their experience is as to returns. We find our weights running from 1,000 to 6,000 pounds short and the parties to whom we sold over charged us on freight from \$5 to \$30 per car altho every car was loaded to the minimum. Would be pleased to exchange personal experiences, with any one interested. Yours truly, Loomis-Johnson-Lee Co., Mason City, Ia.

#### CAN BUYER BIND SELLER OTHER THAN BY ORIGINAL CONTRACT?

*Grain Dealers Journal:* We desire to take advantage of your "Asked and Answered" columns to obtain some information upon a point which just come up and of which we have never before heard.

On the 17th of a given month Mr. Seller telegraphed to Mr. Buyer as follows: "Can you handle two cars cane seed \$1.50 delivered, Santa Fe shipment, answer by telegraph immediately?"

Mr. Buyer at once replied: "No, buying much cheaper; offer \$1.45 sacked, \$1.38 bulk, subject to your immediate telegraph acceptance."

Mr. Seller promptly accepted by wiring Mr. Buyer, "Accept your offer two cars cane seed; where bill it?" and followed this by immediate confirmation by mail.

The reader will please note that in none of these telegrams was anything said by either party as to time of shipment, so that under the general custom, and the National Ass'n's Trade Rules, "Where no time is specified it shall be understood to mean ten days shipment."

The next day (about twenty-four hours) after the Buyer's offer was accepted, and in response to Seller's inquiry "Where bill it?" Buyer wired Seller "Skeptic (translated—ship immediately) one car to —sacked, other to —sacked or bulk—" on receipt of which, cars were ordered and seed was loaded and sacked, but while this was being done, Mr. Buyer, on the ninth day of the contract (which his telegram indicates he supposed to be the tenth), telegraphs Seller cancelling contract, to which Seller makes answer that time has not expired. Buyer then comes back claiming that his use of the word "Skeptic," although not used until next day after the deal was made, entitled him to restrict Seller to "immediate shipment."

We desire to ask, can one party to a contract bind the other at a subsequent date, to restrictions or conditions not provided in the original contract, and of

which the second party had no knowledge at the time the contract was made? In this case Mr. Seller could not have made technical "immediate shipment," hence could not have agreed to it had such stipulations been mentioned in Mr. Buyer's offer, hence can he be subsequently bound to any additional restrictions which he could not have originally agreed to had he known of them?

Furthermore, if Mr. Buyer had been sincere in his position why did he not send his cancellation telegram at the expiration of his alleged "immediate shipment" limit while the market was steady and Seller could have resold without loss, instead of waiting until what he had erroneously figured as the tenth day, after the market was several cents lower?

The seed was shipped on the tenth day under National Trade Rules. Can Mr. Buyer be held liable for the loss that resulted? Seems to us this is a point of considerable interest to the trade in general, and we should very much appreciate receiving a great many answers hereto from experienced dealers, through the columns of your Journal. We ask for information. Very respectfully, The Bennett Commission Co., Topeka, Kan.

#### CAR WAS BOT NOT APPLIED ON SALE.

*Grain Dealers Journal:*—I have just received a letter from a N. Y. firm which shows that the writer does not understand the case or did not read the article closely. It follows:

New York, March 1st, 1906.  
Mr. Edwin Beggs, Ashland, Ill.  
Dear Sir:—This afternoon I have read over the correspondence between yourself and Heile of Cincinnati. The only thing necessary for you to satisfy yourself on is the market value of No. 4 corn on the day your car arrived.

If the No. 4 corn sold at 41c and No. 3 corn at 45½c, a discount of 4½c per bushel was correct;—for instance, suppose that Heile had put this on a sale to Gale Bros. at 41c instead of 44c, you certainly would not be entitled to a premium of 1½c. If it was applied on a sale made previous to the time the car arrived, it makes no difference what the price of sale was.

Yours very truly,  
JONES & MOREY CO.  
Gale Bros. did not apply this car of corn on a previous purchase from Heile & Son. They advised me that they "Bot it of Heile @ 44 cts." That is this identical car of corn was worth 44 cts. on the Cincinnati market that day. The circular showed 3 corn sold as low as 41 cts. Now who is entitled to that 3 cts. a bu.?—Edwin Beggs, Ashland, Ill.

#### WILL SUPPLY NAMES OF BUYERS AND ALL VOUCHERS TO SHIPPERS.

*Grain Dealers Journal:* Replying to the communication in the Grain Dealers Journal for Feb. 25 signed F. & R. P., in which the question of grain receivers at terminal markets furnishing shippers with the names of purchasers of off-grade grain is raised, we will say: So far as our individual firm is concerned, we would take pleasure in giving to our shippers the names of parties to whom we sell off-grade or any grade of grain, and we are confident there would be no objection on the part of any St. Louis receiver to be equally courteous to the interior shipper. There is nothing for the honest commission merchant to conceal from his shipper, and sometimes it would be to the advantage of the commission merchant if the shipper were familiar with all the facts connected with the disposition of his shipments. We stand ready at all times to furnish our shippers with the names of purchasers of grain

consigned to us, and to supply them with vouchers for all charges in account sales. Yours very truly, Daniel P. Byrne & Co., St. Louis, Mo.

#### ELEVATOR MOVERS.

*Grain Dealers Journal:* In reply to the several inquiries the Journal has received in regard to experienced men to move elevators I am glad to give the address of two very good experienced men, one of whom moved a 50,000-bu. modern house 4 blocks under my supervision. They are Wm. Harris, of Crookston, Minn., and Wm. Hurst of Devils Lake, N. D.—G. L. Winslow, Edmore, N. D.

#### MAKES SPECIALTY OF ADJUSTING FREIGHT BILLS.

*Grain Dealers Journal:* In reply to "Demurrage" who asks for the address of an agency that makes a specialty of adjusting freight bills and collecting overcharges, will say that I make a specialty of collecting overcharges, demurrages and shortage claims from railroad companies. Reference E. J. Smiley, Secy. Kan. Grain Dealers Ass'n. Yours very truly, Otis S. Allen, Topeka, Kan.

#### FAILURE OF BANK COLLECTING DRAFT?

*Grain Dealers Journal:* When a car of grain is sold shippers order with B/L attached, who should stand the loss when the bank at destination fails after having handed the B/L to buyer, who paid the draft? The shipper's home bank claims the shipper should bear the loss. I would like to have the opinion of other grain dealers as to who should bear the loss.—Shipper.

*Grain Dealers Journal:* The question is a very interesting one and I have taken pains to find out what lawyers and banks here say about it. Lawyers seem to think that the shipper in the case is liable, while the banks say that the bank which accepted the draft is liable and has a claim against the failed bank but not against the maker of the draft. As the banks explained to me, the Supreme court in this state has decided several times that the initial bank is liable and not the maker of the draft.

When the maker of the draft called at the bank, he in effect requested the bank to collect the money for him and so the bank became his agent. In this case the bank has thru its agent collected the money, so why should not the man who gave it the draft, whether on deposit or for collection, makes no difference, receive the money? He is entitled to it. The mere fact that the sub-agent or agent or correspondent of the home bank failed, does not give the home bank a claim against the maker of the draft, even tho it may have used due diligence in the matter, and done whatever a careful institution could do in a regular business-like manner.

The failed bank became an employee of the home bank for a remuneration, and the home bank might just as well claim the loss from the shipper, if its own messenger or clerk had collected the draft and failed to bring in the money. The matter of sending the draft to another bank in another city does not change this status, as the bank in the other place was in this case the same as the clerk or the messenger, or even some private collection agency or a professional collector of bad debts. I would be very much pleased to learn how this case comes out.—Minneapolis.



## Burning of the Peavey Elevator at Duluth.

As a practical test of the fireproof qualities of concrete grain storage tanks the fire that destroyed the Peavey Elevator at Duluth, Minn., on the night of Feb. 17, was about as severe as could have been devised.

The concrete tanks were heavily loaded; the burning building was close by; no screen protected the concrete; the heat was extreme, wind carried the flames directly on the two easternmost tanks, and a

been equipped with new electric light wires, which may have been defective. Two night watchmen and the fireman were in the building when the fire started.

When the gallery between the working house and the annex fell the steel I-beams as they were dragged out broke one or two holes in the concrete. An old crack or two above the storage part of the tanks were slightly enlarged, outside of which there appears to have been no damage whatever to the tanks. A number of engineers and others interested in fireproof construction have viewed the tanks since the fire and all agree that the concrete has stood the test perfectly. Several inspections of the grain in the tanks

temporary house to ship out the grain. A new working house of fireproof material will be erected by the Globe Elevator Co.

The grain in the burned building amounted to 970,000 bus., principally wheat, and was valued at \$689,600, with \$649,000 insurance. The loss on the building was about \$300,000, and the insurance \$275,000.

After rejecting the bids on the damaged grain as too low, the stuff was given a Duluth firm to handle on commission.

Fotographs reproduced in the engravings herewith show the burning elevator at night and the concrete tanks intact the morning after.



Burning of Peavey Elevator at Duluth on Night of February 17.

few old cracks in the concrete invited the fire to split them from top to bottom.

The fire was first discovered at 7:15 p. m. in the upper part of the northwest corner of the cupola; and in a very short time the entire upper part of the building was in flames. The elevator was 185 ft. high, or about 60 ft. higher than the tanks, which are distant 65 ft.

So intense was the heat that windows were broken in buildings half a mile from the fire; and the exposed surface of the concrete tanks became red hot. Holes burned thru the bottom of the building created a draft that carried heavy timbers far over the ice of the bay.

The automatic sprinkler system with which the building was equipped failed to check the fire.

The nearest hydrant was nearly half a mile away, so the fire engines drew water from holes cut thru 3 ft. of ice; but the heat was so roasting that the firemen could not at first get within 100 yards of the building.

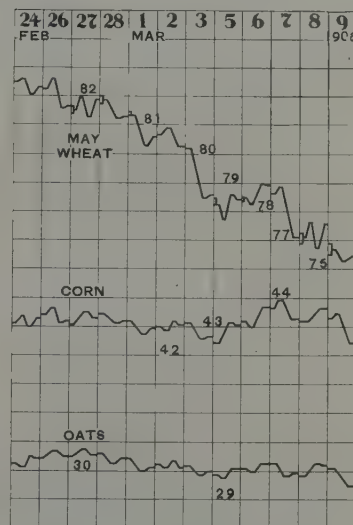
What started the fire never will be known. The watchman had made his rounds between 6 and 7 o'clock and reported all well 19 minutes before the flames were discovered by a resident from his home nearby. The machinery had been stopped at 2 o'clock that Saturday afternoon. The building recently had

have been made but no damage has been disclosed. The bins were probed to a depth of 40 ft. or more from the top without discovering even the smell of smoke.

The cement annex was declared irregular by the directors of the Duluth Board of Trade; but the company is erecting a

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Mar. 10 are given on the chart herewith.



Ruins of Burned Peavey Elevator at Duluth on Morning After the Fire.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### SUFFERED NO DISCOUNTS.

*Grain Dealers Journal:* I have had no dockages on corn shipments. I shipped some shelled and some in the ear to Columbus, O., where it was sold to go to the interior, and was paid in full.—F. S. Hanley, Elmwood, O.

### B/L CARELESSNESS.

*Grain Dealers Journal:* Terminal dealers complain that many shippers are careless in making out their bills of lading, that they use lead pencils and write carelessly, that often the bill of lading is not properly signed by the railroad agent, that when billed to shipper's order it is not indorsed by the shipper, all of which is a matter of much inconvenience to the terminal dealer.

Bills of lading without signature of railroad agent and without indorsement of the shipper when billed to shipper's order, are not negotiable and banks will not accept them, banks also require bills of lading to be written in ink.

When making out bills of lading, ink should be used and also extraordinary care taken to write plainly. Yours truly, Geo. A. Wells, Sec'y, Des Moines, Ia.

### VALUE OF ST. LOUIS INSPECTION; AND WHO IS W. F. CHAMBERLAIN?

*Grain Dealers Journal:* Just recently I have received returns from a car loaded with timothy seed sold by sample to — of St. Louis, for which the receivers render settlement for 199 sacks at contract, 22 sacks docked 22c per cwt., 6 sacks docked 87c per cwt.; total, 227 sacks.

They charged me \$1.05 for weighing fee and \$1.50 for inspection, but were careful not to enclose either certificate; therefore, I asked them to send me the certificates. James H. Warren's certificate of weights only shows 25c fee for watchman. I then wrote him to inform me the actual weighing fee, but as yet have not received an answer from him, but to-day I received a small remittance from the commission firm confessing an "error" in the fee.

I also confronted this commission house with the certificate of inspection that they sent me, signed by W. F. Chamberlain, showing "227 sacks timothy seed up to sample." Here take note how they hang together. Mr. Chamberlain has furnished them now with another certificate which shows "199 sacks up to sample, 22 sacks 'not up' and 6 sacks of tailings." Is not this nice to have such an accommodating inspector? He also writes them a letter saying he made the other up "hastily."

Besides all of this there are four sacks still not accounted for, and there was no possible chance at this end to make a miscount, as we weighed and loaded into car six sacks at each draft except the last.—Geo. D. Henry, Fairfield, Ia.

### FIRES NOT CAUSED BY WOODEN HEAD PULLEYS.

*Grain Dealers Journal:* I wish to call your attention to the article on Causes of Elevator Fires page 155 Grain Dealers Journal for Feb. 10 and Mr. McCotter's article on page 104 in the Jan'y. 25th number. I want you to note that in all the causes of fires given not a single one started from a wooden head pulley and then you will remember the article that you had some time since claiming that they were the cause of a great many fires. I think it is just an old foggy notion that you and the mutual insurance cos. have. I do not think any of you can cite one single instance where it is known that a fire originated from a wooden head pulley. Resp. yours, C. B. DeLong, Fithian, Ill.

### BORING HOLES IN CARS.

*Grain Dealers Journal:* In reference to boring holes in wheat cars I would say that if there was more agitation along this line as to losses in grain on Terminal and more money spent to legislate making railroads report the leaking of cars, both to the shipper and receiver, as soon as it is found out, instead of having the leak stopped, and the receiver not being able to tell there has been a leak, the elevators would receive fewer complaints for short weights, thus placing it on the railroads, where it belongs. We doubt if there is a single day but what many cars of wheat that have been shipped from the west have been coopered up at country stations, just such as the writer has done time and again, and the wheat goes into the elevators of big terminals who are blamed for this shortage.

Can't we bring about a legislation compelling railroads to make public these leaks, both to the shipper and receiver, immediately same is found out? Understand such conditions exist in transit and cars apparently arrive at destination in good condition.—John Edwards, A Missouri Country Station Agent.

### GRAIN WHICH HEATS LOSES WEIGHT.

*Grain Dealers Journal:* I desire to call your attention to the loss in weight or shrinkage that is certain to occur when grain becomes heated, and that the amount of such loss will depend upon the degree of such heated condition.

Corn in a normal condition contains about 15 per cent of water, but the corn going from Iowa this winter contains about 20 per cent of water and it does not require much heat to absorb at least this excess of 5 per cent. Thus we can readily see that a 60,000 pound car of such corn which becomes heated in transit may easily shrink 3,000 pounds in weight.

The shipper of such a car of corn must therefore suffer a loss of about 2 cts. per bu. in the shrinkage, besides the discount in price.

A certain terminal elevator put 1,500,000 bus. of No. 2 wheat in store in Aug. and Sept. 1902, and loaded it out in Apr. 1903. It became heated and the shrinkage in weight amounted to 21,000 bus.

100,000 bus. of No. 2 corn was put in store in a terminal elevator in Jan. 1903. This became hot during the germinating season and the shrinkage in weight was 9,000 bus. This being No. 2 corn, the moisture content was normal, but the heating process absorbed it just the same.

A certain distilling company says, "We find that the hot corn we are using varies from 10½ to 14 pounds per bushel shrinkage in drying it out."

A case is known of a car of corn that

was loaded out of an elevator and stood on track for some time during which it became heated. It was weighed back into the elevator again and found to have lost 20 bus. in weight.

Two cars of corn weighed out of terminal elevator in Chicago and 14 days later was weighed into a distilling plant. During the time it was in cars it became heated, one car lost 2,000 and the other car lot 2,020 pounds. Yours truly, Geo. A. Wells, Sec'y, Des Moines, Ia.

### Decatur Division of I. G. D. A Has Banquet.

In response to an invitation sent out by Sec'y. M. C. Camp of Bement about sixty shippers and other members of the grain trade, attended a banquet of the Decatur Division of the Illinois Grain Dealers Ass'n in the Y. W. C. A. rooms at Decatur Mar. 2. The banquet was prepared and served by members of the Y. W. C. A.

The menu consisted of

Coffee	Salad
Chicken	
Mashed Potatoes	Peas
Ice Cream	Cake

Music was furnished by a string orchestra.

After the repast H. I. Baldwin introduced Attorney J. A. Montgomery, a former grain dealer, who acted as toastmaster.

The Toastmaster announced that each speaker would be limited to three minutes.

W. L. Shellabarger responded as follows on the subject How to Reduce the Cost of Handling Grain at Local Stations:

### HOW TO REDUCE COST OF HANDLING GRAIN.

The question of How to reduce the expense of handling grain at a country station is one of the most important a grain dealer has to solve. It concerns us vitally, for in these days of sharp competition, not only among our fellow so-called regular dealers, but we who are fortunate enough to have a farmers' house along side of us realize we must have enough margin to cover the expense of handling the grain. A short time ago I had occasion to get rid of a competitor (I bought him out; that was the cheapest way) who had the nerve to tell me that his expense was from ¾ to ½ of a cent on every bushel handled. The fact was he had bought grain and sold it at ¼ cent margin. I suppose in doing that he thought he could say he could handle the grain on ¼ cent margin.

In the first place, what constitutes the expense of handling grain at a country station? You start in the grain business with a certain investment. You have money invested in your plant, and in your business and it is fair to assume that that money is worth a certain rate of interest, whether you have it in notes, security or in property and one of the first items of expense is at least 5 per cent on your original investment. If you say that your investment isn't a part of your expense you are mistaken.

The second item of expense is the expense of a station agent and helper whatever it may be. I was talking with some one to-day and he said, reduce the salary of the agents, but that is not economy from my standpoint. I always try to have good men and pay them reasonable salaries, in proportion to what the station will show. Their efforts will no doubt bring about the reward in our direction.

Another source of station expense of course is the question of shortages. You have to figure that as an expense. You buy grain at 40 cents, sell it at 42 and you have a shortage that would amount to ½ cent a bushel that has to be figured as an expense. You can figure your average shortages very easily after you have operated the station for a year.

One way to reduce the expense is in reference to repairs to machinery. You must in my judgment get your station or your elevator in such condition physically that it can be operated with the least possible expense in the direction of labor and the



least possible expense in the matter of repairs and renewals. You may buy a house and find there are certain repairs needed in the engine and machinery. We try to keep our houses in the best possible condition. We employ a millwright, and I hope I will be excused for saying it, but I think he is as good a one as there is in the country, and pay him good wages to go around and look about the plants and inspect them carefully and watch the shafting to see that it is in line, see that everything about the plant is in good condition. If it is not he stays there and fixes it or gets around to it as quick as he can. If your elevator is not in first-class condition, if the shafting is not in line it is going to wear out quicker than if it was in good repair. If the shafting is not in line it is going to take extra power. A plant ought to be in such favorable condition that in the average run of business it should not require more than the services of your agent and one engineer, as a rule.

You should see that the elevator is well equipped, and if the elevator is not large enough fear it out and put in cups that will carry grain fast enough so that when you are running the elevator you can handle grain rapidly. I would not have cups any less than 7x15 inches. If you have cups of that description when it comes to handling grain in a rush you can handle it. You might just as well have cups 7x15 and elevate grain in a hurry as to take three or four times as long by having smaller cups. In this way you also accommodate the farmer. It makes him feel good.

There is another thing I believe in and that is the gravity loader instead of the power loader. That not only saves expense, but facilitates the operation of the plant. It does not take as much power to elevate grain and load it with a gravity loader as to load it with a power loader, but you can load it further. I have not seen a power loader yet but what breaks corn to a greater or less degree. The expense of keeping a power loader is three or four times that of a gravity loader.

The Toastmaster called upon representatives of the trade press who spoke briefly.

J. P. Woolford said he had not figured out what the actual expense of handling grain was but knew of some farmers who thought it should be about 1/2 cent. After handling it for some time at a loss they had changed their minds so that now they thought it should be four or five cents.

H. C. Mowry: The conditions in the grain trade are somewhat different from what they were thirty or forty years ago. We had one station when I was actively engaged in the business when we handled grain at 1 cent a bushel, but we handled in one year about 570,000 bushels. At another place we got as much as 4 and 5 cents. The margin you will need will depend largely on the conditions existing at the station. There is one thing, however, you will find will apply in all cases, and that is in order to have your machinery run it requires a man that has a knowledge of such machinery. Where I spoke of handling grain for 1 cent a bushel I had an engineer, who had charge of the machinery and the house and he was paid a good salary. I would not want to say what margin you should have. There are times when you can take a large margin and you have to do it to bridge over times when you don't get any margin.

C. A. Burks urged the advisability of every grain dealer having a side line to take up the time of the agent when no grain was moving, to reduce the general expense of handling grain.

The Toastmaster introduced J. M. Brafford, Secy. Ind. Grain Dealers Ass'n, who said in part: We think in Indiana we cannot handle grain without 2 cents margin and keep up the elevator, pay interest and insurance and pay a man a decent living salary, and I believe in doing that because when you hire a cheap man there will something happen. In

Indiana since the dealers became organized elevator property has appreciated greatly in value.

Secy. J. F. Courcier of the Grain Dealers National Ass'n read a paper reciting the conditions existing in that ass'n and explaining the action of the directors in taking up the solicitation of direct memberships from country shippers. It is as follows:

## THE NATIONAL ASSOCIATION.

The Grain Dealers National Ass'n was born of necessity, and altho its accomplishments of importance run up in numbers, yet, it would seem as though its work were but in its infancy.

A majority of you are conversant with the history of the National Organization particularly up to the date which marked the severance of the affiliated relation of your state Ass'n, therefore I deem it unnecessary to go into the past and rehearse details with which you are, in the main, familiar.

According to the minutes of the Ninth Annual Meeting held at Niagara Falls in June, 1905, the present officers assumed the responsibility of their respective offices with the understanding that they were in full knowledge of the fact, that work of an extraordinary nature in the Association field was before them. They faced not only a depleted treasury, but worse—an indebtedness of several hundred dollars.

Without burdening you with details as to how this adverse condition has been overcome, I think it enough to say that had they failed, or even at this time had any thought of failure I would not be here at the expense of the Grain Dealers National Ass'n.

LOOKING back over the struggle we have made to overcome the bad effects resulting from the reports circulated prior and immediately subsequent to the Ninth Annual Meeting in which the dissolution of the National was freely predicted, it would seem that we might not have had the time to devote to anything else than to keep the flow of incoming funds at a life sustaining ebb, yet the records will show that the work contingent upon financing the organization, really has been, of secondary consideration, especially during the last few months.

When we began the laying of plans for the future, we found the Constitution, By-Laws, trade and Arbitration Rules to be lacking in many prime essentials, such as seemed to be indispensable to an equitable and progressive administration of an Ass'n, limited as to territory only by the boundaries of the United States.

THE CONSTITUTION, and By-Laws, have been remodeled and revised, a number of new features having been added to take care of conditions as we now find them.

It has been the aim of those in charge of the work to lay this new foundation, so as to enable those who come after, to take care of new and changing conditions with a minimum effort. The Constitution, as it now stands provides for three classes of membership, as follows:

Class A—Direct members shall be those who are members of the Grain Dealers National Ass'n, independent of their membership in any other organization.

Class B—Associate members shall be those engaged in pursuits closely allied to the grain trade, and who shall be entitled to all of the privileges of direct members, except those of vote and holding office.

Class C—Affiliated members shall be those who are members of affiliated associations.

THE DUES of Class "A" are also divided into classes, as follows: Class A—The dues of direct members who are receivers, track buyers or brokers, shall be \$10.00 per annum, payable July 1st of each year in advance. Class B—The dues of direct members who are country elevator grain shippers, but not also receivers, track buyers and brokers, shall be \$3.00 per annum, payable July 1st of each year in advance.

The dues of Associate members shall be \$10.00 per annum, payable July 1st of each year in advance.

The dues of affiliated members shall be \$1.00 per annum and shall be collected semi-annually in advance January 1st and July 1st by the Secretary of the Affiliated Association, and forwarded to the Secretary of the Grain Dealers National Ass'n.

Membership classes A and C and the annual dues thereof are of course in which the majority of you are interested.

To begin with I want to call your attention to the fact that now as in the past, the receivers, track-buyers and brokers

take care of the major portion of the financial end of the Ass'n, and are perfectly willing to continue on the same basis in order that a Fellowship may be maintained with those who originate the grain, and to pay a greater amount in dues, than is required of the country shipper. Inasmuch as the greatest good resulting from Ass'n work has passed to the credit of the country shipper, there is no good reason why they should not at least match dollar for dollar with the receivers, track buyers and brokers, and since our shippers are so vastly in the majority, and the per capita due rate less than one-third, I do not think they will long take a back seat with reference to keeping up their end of it.

In this connection I would like to ask whether it does not seem ill-fitting at this time to have to say that the dollars of the terminal people should be matched, when the records show the Grain Dealers Nat'l Ass'n primarily to have been an ass'n of shippers, who from the date of the initial meeting, unceasingly solicited the moral and financial support of the terminal people, and strange as it may seem, and at a time when the income of the Ass'n, in dollars, was supplied about equally by the shipping and receiving interests, something over 2000 shippers withdrew their support, and thus sowed the seed of disorder and discontent which later threatened to throttle the Ass'n.

DIRECT MEMBERSHIP—After having made a diligent and strenuous effort to effect the re-affiliation of the withdrawn Ass'n, nothing left for the Board of Directors to do but to make provisions in the Constitution and By-Laws for a direct country membership in unaffiliated territory at a nominal due rate, in order that those shippers who were disposed to support the National might do so.

When the new plan was announced it was clearly stated that nothing would be said or done that could possibly be construed as being either antagonistic to the State Ass'ns or a barrier to re-affiliation. That policy has been so religiously observed that the Board of Directors of the Illinois Grain Dealers Ass'n, by a resolution adopted at their meeting in Peoria on the 27th inst., endorsed the work of the National, and by the same resolution recommended that the members of the Illinois Grain Dealers Ass'n avail themselves of the opportunity to become direct members of the Grain Dealers National Ass'n, you are at liberty to join hands with us, with perfect assurance that the slate is clean, and that the sores of the past have been healed by the past, leaving us with an unclouded future—free to devote our energies to the betterment of conditions instead of to the adjustment of family quarrels.

TRADE RULES—Going back to the work of revision, I wish to speak of the Trade Rules of the new law. In my opinion, the application of the rules mean more to the trade than any other feature of Ass'n work, and is a question that cannot possibly be solved except under the management of a National Ass'n.

Uniform rules of trade simply mean that when we write a telegram to Illinois it is transmitted by wire to New York, identically the same construction is put upon the words of our telegram as was placed upon them by us when they were written, in other words, a copy of the Trade Rules is just as essential as our Telegraphic Cipher, and should be consulted with just as much care and precision.

There is no reason why we should trust to memory in the selection of words for the general context of our initial offer and acceptances, any more than there would be to take the chances of guessing at the code word for the price.

A copy of the Trade Rules of the Grain Dealers National Ass'n will, within a few days, be in the hands of all of the leading Grain Exchanges for their endorsement, and the fight for uniformity will not cease until the same words and usages shall have the same meaning and effect wherever grain is bought and sold.

ARBITRATION—Following the question of Trade Rules, comes that of Arbitration. We say "following" for the reason that were it not for the difference in opinions as to the Rules and customs governing certain trades, there would be no occasion for Arbitration. However, since the lack of uniformity confronts us, we are compelled to provide means for the adjustment of differences.

It has been generally conceded, beyond question of doubt, that the submission of disputes to a Committee of Arbitrators, representing the various branches of the trade, is the most practical method possible to employ for the adjustment of

otherwise irreconcilable differences, therefore all possible pressure should be brought to bear upon ass'n members to consent to arbitration, in fact—members should absolutely refuse to do business with individuals or firms who decline to arbitrate, not in the sense of coercion, but in a spirit of self-protection. It is fair to assume that if a man were to practice irregular methods and decline to arbitrate resulting differences with one dealer, he could not be trusted by another, hence the apparent advisability of requiring of him a clear title.

**RAILWAY LEGISLATION**—I am pleased to report the Grain Dealers National Ass'n as having been eminently on the right side. The average grain dealer is not a lawyer, neither does he pose as a professional interpreter of railroad law, yet those of us who have spent the greater portion of our lives in the grain business, are familiar with conditions of the past and present, and know of the many transitions through which the transportation end of the grain trade has gone during the last fifteen or twenty years. We know to what influence is due a majority of the reforms effected thus far. It is an indisputable fact that an overwhelming percentage of the concessions secured have been the result of the efforts of the shipping public.

The railroad and the advocates are ever ready to dilate upon the objectionable features of all remedies offered by the public, but fail to give us the benefit of their experience and technical knowledge of conditions by offering suggestions as to what would be good.

The resolution forwarded to the Fifty-Ninth Congress by the Grain Dealers National Ass'n have asked for the passage of such amendments to existing laws, as shall have the effect of increasing the powers of the Interstate Commerce Commission sufficiently to enable it promptly to regulate irregularities, without having to wait an interminable number of years for the carriers to exercise every known privilege of delay incident to court reviews and appeals therefrom.

Less than two weeks since it looked very much as though the Hepburn Bill would come out of the Senate Committee on Interstate Commerce with the obnoxious Knox amendment pinned to it, thanks to a sufficient number of stalwarts, that calamity was averted, and it would now seem as though we were to have a law for the regulation of the Railroads which shall be in effect all that the term implies.

On the 20th inst. I sent to every Senator in Congress a copy of each of the three resolutions and petitions which previously had been sent to the President of the Senate, the speaker of the House, and the Chairman of the various Committees having jurisdiction, and among the many acknowledgments, was that of Senator La Follette of Wisconsin. In answer I thanked him for the personal interest manifested. I assured him that by reason of the legacy he recently had left to the people of Wisconsin, along similar lines, we felt doubly certain of his loyalty to the wishes of the Great American public.

IN ADDITION to the work of re-organization, revision, increasing the membership, conducting correspondence relative to the fourteen cases filed for arbitration and innumerable other questions, such as are constantly coming up for consideration, we have given some attention to the questions of the Uniform Bill of Lading, Uniform Contracts, Uniform Grades, better crop reports, better equipment and reciprocal demurrage, all of which, with many others, are live subjects, and shall be brought to a successful conclusion just as fast as time and funds will permit.

In all of this work, your assistance is needed, and now that the Board of Directors of the Illinois Grain Dealers Ass'n has approved of the course, let us every one join hands and push.

Inasmuch as every grain dealer in the State of Illinois, as well as in every other surplus producing, grain state, are beneficiaries of the efforts of the 950 to 1,000 shippers and terminal people who are now paying the bills, it is unfair to ask you to lend your names for moral effect and contribute less than 1 cent per diem to the Treasury.

If I could take each of you with me to my office and let you handle the business for a week at a doubt, if any exists, as to the need of a National Ass'n would be wiped out instantly. Take my word for it, not only as Secretary, but also as a grain man dyed in the wool, you willingly would pay ten times \$3.00 per annum rather than to see the Association discontinued.

This is not an idle assertion, but based on facts; our proof being that within a short time after the adjournment of the last Annual Meeting 48 firms and individ-

uals went down into their pockets and paid into the treasury of the National the sum of \$50 each, with the distinct understanding that refund should be contingent entirely upon the ability of the officers so to do.

The bulk of the money so subscribed is still on hand, with all bills paid to date, and if you will now do your part, and our further efforts during the next three months shall meet with anything like the success which has been the reward of our past efforts, we shall not have to be ashamed of our financial showing when called to account at the next Annual Meeting.

**ANNUAL MEETING**—As already announced, the Tenth Annual Meeting of the Grain Dealers National Ass'n will be held in Chicago, June 4th and 5th next, the headquarters and program along with other details to be given out as fast as determined.

The past has proved the Annual Meetings to have been an important factor in Ass'n work, and as your direct membership will entitle you to full voice and vote in the deliberations, I take the liberty of urging you to take such steps at once as will enable you to attend, with a view to ratifying old standards and inaugurating such new policies as may have for their purpose the furtherance of the objects for which we are organized.

Your local organization is indispensable to you as a medium for the regulation of local conditions, so also is the National indispensable as an agency through which to accomplish reforms of inter-local and National consequence.

S. W. Strong, Secy. of the Illinois Ass'n, read the following resolution adopted by the directors of the state ass'n at Peoria, Feb. 27th:

Whereas, We, the Directors of the Illinois Grain Dealers Ass'n, believe in the principles of Ass'n work—Local, State and National; be it

Resolved, that the directors of the Illinois Grain Dealers Ass'n co-operate with the Grain Dealers National Ass'n in furthering the interests of the grain trade. And be it further

Resolved, that we recommend that the members of the Illinois Grain Dealers Ass'n lend their moral and financial influence to the Grain Dealers National Ass'n, and avail themselves of the benefits of the National, by becoming direct members, according to the plan recently adopted by the Directory of the National.

Mr. Strong invited the dealers to be present at the annual meeting of the state ass'n to be held in Peoria June 12 and 13.

Gordon Hannah of Chicago read a resolution adopted by the Grain Dealers National Ass'n at Niagara Falls June 2-3 endorsing the recommendations of President Roosevelt for giving the Interstate Commerce Commission power to substitute reasonable freight rates in lieu of rates declared by the said commission to be unreasonable, also the resolution adopted by the Executive Committee of the National Ass'n Dec. 4th relating to the same matter and the Petition to Congress adopted by the Legislative Committee of the National Ass'n Feb. 20th, '06. He urged that a strong letter be sent to Senators A. H. Hopkins, Shelby M. Cullom, Benjamin F. Tillman and Jonathan P. Dolliver.

H. I. Baldwin read a letter from F. M. Pratt resigning from the Presidency of the Decatur Division of the Ill. Ass'n. Upon motion of Geo. A. DeLong the resignation was accepted.

H. N. Knight: I move that W. L. Shellabarger of Decatur be elected President of this Ass'n. Motion seconded and carried.

W. L. Shellabarger: I think that a resolution should be offered on this rate question.

Gordon Hannah: I move that the Chair appoint a committee of three to prepare a resolution endorsing the Hepburn Bill and commending the action of Senators Hopkins, Cullom, Tillman, Dolliver and others in supporting the Hepburn Bill and forward the same to the

Senators named. Motion seconded and carried.

Chairman Baldwin appointed to serve on the committee the following gentlemen: W. L. Shellabarger, Decatur; W. J. Rodman, Moweaqua; H. N. Knight, Monticello.

A resolution of thanks in behalf of the ass'n to the Toastmaster, Secy. Brafford, Secy. Courcier, Secy. Strong and the ladies of the Y. W. C. A., for contributing to the success of the banquet was adopted.

The meeting adjourned and as the banqueters arose from their seats Chairman Baldwin announced that those who wished to remain would be entertained by B. A. Boyd with some of his sleight-of-hand, but that worthy had slipped out, no doubt owing to his habit of retiring early.

The Millers National Ins. Co. was represented by I. Stanbery.

J. J. Fitzgerald represented the Grain Dealers National Mutual Fire Ins. Co.

Indiana was represented by J. M. Brafford, B. A. Boyd, W. H. Howard, all of Indianapolis.

Among the country shippers in attendance were: W. H. Armstrong, Beeson; W. S. Armsworth, Cisco; L. Bowden, Forsyth; M. C. Camp, Bement; W. J. Compton, Maroa; J. E. Collins, Garrett; C. W. Cooper, Gibson City; M. E. Connard, Elwin; Geo. A. DeLong, Foolsland; C. Fieker, Walker; C. H. Faith, Warrensburg; J. C. Hight, Dalton City; G. L. Hight, Walker; R. M. Hodam, Downs; J. C. Hamilton, Warrensburg; C. E. Hitch, West Ridge; H. N. Knight, Monticello; H. C. Luckenbill, Argenta; W. A. Mansfield, Niantic; H. Molone, Emery; W. J. Morphew, Clinton; H. C. Mowry, Forsyth; Wm. Noble, Foolsland; G. W. Miller, Wapella; Wm. Ritchie, Warrensburg; W. J. Rodman, Moweaqua; C. J. Tucker, Warrensburg; J. P. Woolford, Galton; F. S. Wilep, Cisco; D. S. Williams, Oreana.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Feb. 12 have been 108,348,000 bus., compared with 107,408,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to Feb. 12 have been 64,305,000 bus., compared with 58,343,000 bus. for the corresponding period of last year.

P. B. & C. C. Miles of Peoria, Ill., are sending their friends a handsome Osborne Art Calendar for 1906.

George S. Smith, who claims to be the traveling representative of "Gale Brothers Commission Co." of Cincinnati, has obtained money from Illinois parties under false pretenses. Any money advanced to him will be at your own risk. Look out.

Get the facts. Business is done upon too small a margin to take any unnecessary chances. It is the same with grain or stock firms. Large capital is not necessary. Those with small capital are liable to be just as honorable. Country is full of bucket-shops who care little about their reputation. They make when their sucker patrons lose. They try and make them lose. Board of Trade firms merely get the commission and want their customers to gain so they will come again.—C. A. King & Co.



# Crop Reports

**DELAWARE.** Cheswold: About 90 per cent of all corn sold in this section. Wheat was never looking better at this time of year than it is looking now, completely covering the ground. A large acreage was sown last fall and we look for a fine crop. No oats sown here for market. W. S. Hardeste.

**ILLINOIS.** Virginia: The growing wheat looks fine. W. C. Hofstetter.—Vergennes: The outlook for a good wheat crop is fine. Considerable wheat in farmers' hands yet. F. C. Hughes, prop. Vergennes Mill Co.

**INDIANA.** Indianapolis: Indiana's wheat crop during 1905 amounted to 29,809,521 bus.; corn crop, 170,003,929 bus., and oats, 68,082,325 bus. Jos. H. Stubbs, chief of Indiana bureau of statistics. Nora: The growing wheat looks well and there is a large acreage. Newby Bros.

**KANSAS.** Strawn: The wheat crop is very promising; I think the best prospect that I ever saw and a large acreage for this county, corn wheat about all out. Geo. Antrim.—Tisdale: The wheat acreage is about the same as usual and it looks as if it would run up to 90 per cent. Not quite as many oats will be sown as last year, but about as much corn as in other years. Old wheat is about all sold and about 80 per cent of the corn has gone out and there are no oats for sale. F. M. Bailey & Son.—Salina: Have been having some of the strongest winds we have had in years and if they keep up the damage to wheat will be considerable. It is that that if they are not followed by rain the failure of the crops will be nearly total. X

**KENTUCKY.** Dycusburg: The wheat crop has wintered well in this section; has had a good covering of snow. About the usual acreage sown and it is now in good condition. The crop of 1905 about all consumed or in the hands of local millers; very little for sale; prices firm at 80 to 85 cents per bu. The corn crop is short of expectations; will all be consumed, and like wheat, none for export. Farmers are somewhat behind with their work on account of snow and too wet weather for breaking land. F. B. Dycus & Co.—Frankfort: Wheat wintered well. Condition is now 96. The condition last December was 98. Commissioner of Agri.

**MINNESOTA.** Baker: The grain trade is very quiet here at present; 95 per cent of the 1905 crop has been marketed. An increased demand for seed macaroni wheat is noticed. The acreage will exceed that of last year by probably 50 per cent. Agt. Anchor Grain Co.

**NORTH DAKOTA.** Edmore: Farmers are getting ready for spring work. The ground is in good condition. G. L. Winslow, agt. Anchor Grain Co.

**OHIO.** Elmwood: The corn here has not dried out yet; none yet fit for seaboard. The farmers are holding for 50 cents. Let them hold. If their corn in crib isn't better than mine was, the warm weather will put the corn out of the market. F. S. Hanley.—Mt. Liberty: Wheat is looking fairly well. Geo. M. Shaffer.

**OKLAHOMA.** Mountain View: Wheat looks fine and it is well rooted, as we had a very open winter. The acreage is large. I am introducing northern grown macaroni wheat for seed; farmers seem to be afraid of it, as they were badly swindled last year on what was called macaroni, but proved to be worthless. Some farmers are done sowing oats; will have an average acreage. The cotton acreage will be increased on account of the high prices during the past year. The corn acreage will be less than last year. D. E. McBride, mgr. Chickasha Milling Co.—Billings: Wheat is looking fine in this part of the Territory. Wm. Hayton of Pearson & Hayton.—Fairview: The wheat acreage in this locality is much larger than it ever has been and double what it was last year. It is mostly of the hard variety and is looking good; think it is 100 per cent strong, and as a good rain has just fallen, almost assures a crop for the coming season. Very little old wheat is still in farmers' hands. J. R. Haley, vice-pres. Fairview Milling Co.—Guthrie: The wheat acreage in Oklahoma is about 13 per cent larger than last year, on an average. There is a decided falling off in the eastern counties, as against a large increase in the western

counties. C. F. Prouty, secy. Okla. & I. T. Grain Dealers Ass'n.

**PENNSYLVANIA.** Mifflinburg: The grain looks good. Grant W. Yoder.

**TEXAS.** Collinsville: Since the rains have ceased and warm weather is here, wheat is "coming out" surprisingly. In spite of the lateness of the season, many oats are being sown. As cotton is high a limited corn acreage will be planted. H. Waldo.—Lampasas: The wheat acreage is about the same as last year. We have had fine rains all thru the winter; on Mar. 6 we had a slow, general rain, a regular wheat maker. The outlook at the present time is very flattering. Leon Oliver, pres. Oliver Wholesale Grocery Co.—Dallas: The late reports on the grain crop are most encouraging and dealers are optimistic over the outlook for a good heavy crop of wheat, and while the acreage in the state is somewhat reduced, the promise of a heavy yield per acre is excellent. The oats crop has also been somewhat reduced in acreage, but is doing nicely. The writer has just returned from a two weeks' trip in west Texas. In that portion of the state the grain was never better for the time of year and in addition the acreage has been greatly increased. In some section of the west the acreage has been almost doubled. This is peculiarly so of the Panhandle of the state, where there will be an immense new acreage, as the country is settling very fast and the new people are as a rule planting heavily in grain. The chances are the corn crop will also be materially increased. Barley, rye and other grains are receiving more or less attention in that section of the state and many new elevators are being built, most of them of small capacity. The northern portion of Texas promises good wheat and oats crop. —J. S. W.

**WASHINGTON, D. C., March 10:** The Crop Reporting Board of the Bureau of Statistics of the Department of Agri., from the reports of the correspondents and agts. of the Bureau, finds the amount of wheat remaining in farmers' hands on March 1 to have been about 158,403,000 bus., or 22.9% of last year's crop; compared with 20.1%, or 111,055,000 bus., of the crop of 1904 on hand March 1, 1905, and 20.8%, or 132,608,000 bus., of the crop of 1903 on hand at the corresponding date in 1904.

The corn in farmers' hands is estimated at about 1,108,000,000 bus., or 40.9% of last year's crop, against 38.7%, or 954,268,000 bus., of the crop of 1904 on hand on March 1, 1905, and 37.4%, or 839,053,000 bus., of the crop of 1903 on hand at the corresponding date in 1904.

Oats there are reported to be about 379,805,000 bus., or 39.8% of last year's crop, still in farmers' hands, as compared with 32.8%, or 347,166,000 bus., of the crop of 1904 on hand on March 1, 1905, and 34.9%, or 273,708,000 bus., of the crop of 1903 on hand at the corresponding date in 1904.

## New Steel Storage Plant at Minneapolis.

The recent heavy losses of wooden grain houses at St. Louis, Duluth and Buffalo serve again to emphasize the advantage and profit in building fire-proof elevators and grain storehouses. The majority of the large plants erected during late years are of fire-proof material. The continued destruction of the old wooden plants will insure the use of fire-proof material more extensively hereafter. In fact, the time is now at hand when the use of wood in the construction of terminal elevators must be the exception. In fact the price of lumber has advanced so rapidly that a small fire-proof working house with steel tanks adjacent can be built as cheaply as wood, when the total storage capacity of the plant is taken into consideration.

Illustrated herewith are six tanks recently completed for the Albert Dickinson Co. at 25th Ave. S. E., and Elm St., Minneapolis, by the Wm. Graver Tank Works. Each tank is 40 ft. in diameter by 50 ft. high and has storage capacity for 50,000 bushels of wheat. As fast as one tank was completed it was filled with grain, so that the plant was earning revenue long before the last tank was constructed.

Adjoining is a wood working house which will soon be torn down and the grain will be handled in and out of the tanks by a steel working house now about completed.

The seed warehouse adjoining the tanks is of frame covered with galvanized iron. The entire plant is under the supervision of George Scott.

The government report of Apr. 10 will state how wheat and rye have survived the winter.

Potato growing pays better than wheat in Hungary, says Consul Chester of Budapest.

The "Molinas de la Colmena" has been formed with \$100,000 capital to erect a large flour mill at Saltillo, Mexico.



The Albert Dickinson Co.'s Steel Storage Tanks at Minneapolis.

### G. W. Songer's Elevator at Freeland Park, Ind.

So many grain elevators have burst and fallen down during recent years some grain dealers are building better elevators than ever before. Old readers of the Journal will remember well the illustrated description of the ruins of the elevator of Collier & Songer at Freeland Park, Benton county, Ind., which toppled over several years ago and spread 90,000 bushels of grain all over the surrounding landscape. To replace the old plant

the main building are covered with corrugated galvanized iron.

The power house is 20 ft. away from the elevator, built of brick and absolutely fireproof. The cob house adjoins it on the far side but is detached from the office. The plant was designed and erected by the Reliance Construction Co.

The extension of the corn belt northward is shown by the shipments of corn from Howard, South Dakota, where one dealer has bot over 12,000 bus. so far this season.

### Illinois Seed and Soil Specials.

The work of educating the grain growers of Illinois to a more careful selection of seed and more scientific methods in the culture of the soil has been carried on this season with greater earnestness and more thoroughness than ever before. The Illinois Central and C., B. & Q. rys. have recently run trains over their roads in Illinois covering a large part of the most productive portions of the state.

The lectures have been conducted by Prof. C. G. Hopkins of the Illinois Experiment Station at Urbana and several assistants.

The last of the trains to traverse the state was run over the Illinois Central. The start was made at Cloverdale Feb. 20th and the last lecture was delivered at Matteson on the evening of Mar. 3. In the 11 days occupied in covering this territory a total of 125 towns were visited, an average of about 11 a day.

The train consisted of a baggage car, a sleeping car for the accommodation of the lecturers, and railroad officials who accompanied the train, a dining car and two coaches. At most of the stations the lectures were held in the coaches. At a few of the larger towns halls were used and in several instances these were not large enough to accommodate the crowds which gathered to hear the lectures.

Where the lectures were held on the train one coach was devoted to the subject of seed corn selection and the other the care of the soil. At many places overflow meetings were held in the depots. On one day a total of 3,400 people attended the lectures. The heavy rains which prevailed on Mar. 2d and the snow and wind which made life out-of-doors uncomfortable on Mar. 3d could not dampen the ardor of the lecturers or lessen the interest of the farmers, who stood in large crowds at the depots awaiting the coming of the train. About forty minutes was allowed at each stop. The time allowed was not sufficient to cover the subjects thoroughly, but essential points were brought out and illustrated by means of charts.

At the conclusion of each lecture a representative of the railroad was introduced, and made a short speech in which he thanked the growers for their interest and expressed the hope that they would consider the interests of the growers and the railroads as mutual. The railroad was going to great expense in conducting this special train in hope of increasing the amount of grain shipped, which would benefit the farmers as well as the railroads.

Circulars giving the "gist" of the lectures were distributed to the farmers as they departed from the train.

Not only have the railroads gone to great expense in running these trains, but the local merchants and newspapers all along the way have endeavored to create interest by advertising the lectures by means of circulars and otherwise. At many of the towns the leading men in the community, including merchants and bankers, attended the lectures. The I. C. R. R. went to an expense of from \$12,000 to \$15,000 in running this train and Prof. Hopkins and his assistants lived on the train for almost two weeks. Lectures were held as late as 10:30 at night and then in some instances the train would depart on a 150-mile journey in order to be on hand at the place scheduled for the early morning lecture on the following day.

The point brought out in the lectures on Seed Corn was the careful selection



G. W. Songer's 35,000-bu. Elevator at Freeland Park, Ind.

G. W. Songer, who succeeded to the old firm, built the elevator illustrated herewith which has a capacity of 35,000 bushels. The house is strictly modern and is located on the C. & E. I. R. R., in the heart of the best grain section of Indiana.

Much of the lumber and machinery of the old plant was used in the construction of the new which has two dumps, one of which can be used for ear corn. The ear corn is elevated direct to the sheller in the cupola from which the corn is dropped to the cleaner immediately below. From the cleaner the corn drops into bins and the cobs are spouted to the cob room beyond the engine house. The wagon scales in front of the office adjacent are at the bottom of the drive leading onto dumps.

On the ground floor are the shipping scales from which the grain is taken by either of two large elevators and delivered to a large spout formed of eight-inch well casing. The fall is sufficient to insure the loading of large cars to capacity without shoveling.

In the extension shown on the near end of the house are the stairs and passenger elevator leading to cupola as well as a rope transmission which drives the legs and machinery above so that the elevator proper is devoted entirely to store room. The sides and the roof of

The official Indian crop report for the week ending Feb. 24 states that there is no improvement in the drought affected area. Rain has fallen in the Punjab and united provinces.

Freshly harvested barley is covered by a wax that hinders the absorption of water and causes imperfect germination, says a German writer in a report to the Brewers Society.

Bears whose short sales have successfully hammered wheat to the lowest price on the crop now hope the farmer will let loose a flood of the actual grain to hold the market down while they capture profits by buying in short contracts.

Holders of \$300,000 worth of the capital stock of the Cash Buyers Co-operative Union of Chicago, which had not been paid for, will be required to furnish the cash to pay the company's liabilities. Capitalized at \$5,000,000 and apparently doing a good business this large mail order house has failed.

Argentine exports for the 11 first months of 1905 as reported by Minister Beaupre of Buenos Ayres were 2,829,000 tons of wheat, 2,138,000 tons of corn, and 644,000 tons of flaxseed; compared with 2,268,000 tons of wheat, 2,207,000 tons of corn, and 864,000 tons of flaxseed for the corresponding months of 1904.



of ears from the stalks in the field. A drooping ear is much better for seed purposes than one that stands erect, as several inches of the upright ear is often damaged by the elements and its seed producing qualities destroyed. A good way to do is to select sufficient seed for next year's crop before husking the crop, to avoid danger of frost, which greatly reduces the vitality of the seed. After ears of uniform size and full kernels have been selected, the kernels from each ear should be tested by means of placing them in a box with sand in the bottom and moistened. Clean white sand should be used wherever possible as it is less likely to mold than sand which has much organic matter in it. The sand should be sprinkled, not saturated, as too much moisture will prevent the seed from germinating for lack of air. The kernels should be taken from the ear being tested by means of a knife with a small blade and placed in the sand small end down, as it is taken out of the ear. Kernels should be taken from both ends and all sides of the ear, so as to represent the entire ear, as far as vitality is concerned. The four kernels from each ear should be placed in a separate group which should be numbered corresponding with the number of the ear. The ears should be placed in regular order, as the kernels are removed from them. The box should then be covered to prevent too rapid evaporation of moisture from the sand, and placed in a room of about 77 degrees F. It is better to have a slightly higher degree of temperature than a lower. The kernels should be re-

moved as fast as sprouted and a record kept of the number sprouting from the different ears. In this way every farmer can tell just what kind of seed he is putting into his planter.

The lectures on soil were devoted to the necessity of maintaining the fertility of the soil, by means of rotating the crops. If the proper system is followed two crops of corn can be grown from the same soil in a four year rotation with oats and clover. Steamed bone meal and raw rock phosphate should be used to maintain the fertility of the soil. They are natural products and have absolutely no injurious effect on the land. The use of acid phosphates, acidulated bone meal, or acidulated manufactured so-called "complete" fertilizers is not advised for general farming on the ordinary prairie soil of the corn belt.

Bulletins covering either of the above subjects in detail can be had free for the asking from the Agricultural Experiment Station at Urbana, Ill.

The farmer has been "done" by two different forms of dope called export medicine: one a purgative and the other an elixir. The first for the wheat, the other for the coarse grain trade. He swallows the first and down goes wheat till he begins to think he is to feed it to his hogs; then he takes the other, and all the world must live on maize exclusively. This speculator gives him the first to knock him down and that speculator administers the second to hit him up. That's how it looks to a cool observer.—E. W. Wagner.

## Association Meetings.

A meeting of the Secretaries of the western grain dealers ass'n's will be held in St. Louis, Mo., Mar. 21st.

The annual meeting of the Grain Dealers Union of S.-W. Iowa and N.-W. Missouri will be held in Red Oak, Ia., at Hotel Johnson, Mar. 28, 2 p. m.

The tenth annual meeting of the Grain Dealers Nat'l Ass'n will be held in Chicago June 4-5.

The annual meeting of the Illinois Grain Dealers Ass'n will be held at Peoria, Tuesday, June 12.

The annual meeting of the Ohio Grain Dealers Ass'n will be held at Put-in-Bay, Friday and Saturday, July 6-7.

## Discarding the Pneumatic System of Conveying Grain.

A large firm which has been using the pneumatic system of conveying grain for the past twelve years is of the opinion that under certain conditions this system might prove most satisfactory. They think the system has, no doubt, merits, keeps grain in good condition and has given very satisfactory results.

It is now replacing the pneumatic system with a different device in order to secure greater capacity, reduce the power required and avoid waste accompanying the pneumatic system. The proprietors think under certain conditions the pneumatic system might prove very satisfactory for many handlers of grain.



The Wheeler Elevator at Buffalo, N. Y., Burned Mar. 2. For an Account of the Fire see Buffalo Letter, page 293.

# Grain Trade News

## ARKANSAS.

Leslie, Ark.—The J. D. Rice Milling Co. will build a rice mill.

## CALIFORNIA.

San Francisco, Cal.—A passenger lift in the Merchants Exchange bldg. recently dropped from the 9th to the 4th floor with 15 persons. The safety clutch prevented loss of life.

## CANADA.

Winnipeg, Man.—Memberships in the Grain Exchange are selling for \$2,050.

Wetaskiwin, Alta.—The Wetaskiwin Farmers Trading Ass'n has been organized and will build an eltr.

Vancouver, B. C.—F. B. Moffat, of the Columbia Flour Mills, Enderby, B. C., contemplates building an eltr. and 200-barrel mill.

Winnipeg, Man.—The Grain Exchange has a bill in the legislature to amend its charter to enable it to erect a 7-story building.

Cartwright, Man.—A milling company is being organized and it is expected that the erection of the mill will begin as soon as spring opens.

Winnipeg, Man.—A syndicate is said to have offered, thru Isaac Pitblado, \$165,000 for the 66 memberships still held by the Grain Exchange.

Winnipeg, Man.—The seed special returned to Winnipeg Mar. 4 having completed its trip. A total of 28,910 people attended the 206 meetings held.

Calgary, Alta.—The grain inspected at Calgary during Feb. amounted to 264 cars, which included 94 cars of wheat, 153 cars of oats and 15 cars of barley.

Ottawa, Ont.—The Maple Leaf Milling Co. will hold its annual meeting Apr. 4 and tenders will then be received for the erection of the company's eltr. and mill at Kenora, Ont.

Winnipeg, Man.—A farmers co-operative company is being organized to do a grain commission business under the firm name of the Grain Growers Grain Co., Ltd., with headquarters here.

St. Boniface, Man.—The large eltr. for the Western Canada Flour Mills Co. has been completed and it is expected that the mill will be in operation by June 15. The eltr. is operated by 7 motors.

Winnipeg, Man.—C. N. Bell has recommended to the minister of trade and commerce at Ottawa that legislation be enacted at the coming session to provide a standard for hay and arrange for inspection on the Winnipeg Board of Trade.

Pilot Mound, Man.—The Dow Cereal & Milling Co. contemplates building an oatmeal mill on a site to be selected at some point along the line of the M. & N. W. Ry. The present mill is being operated 24 hours a day but is not able to cope with the business of the company and the new mill will treble the output.

## WINNIPEG LETTER.

Hamiota, Man.—The Hamiota Farmers Eltr. Co. is seeking incorporation for the purpose of erecting a 35,000-bu. eltr.

Lemberg, Sask.—The Farmers Eltr. Co. has been formed here for the purpose of building an eltr. Address A. Fiedellesk.

Innisfail, Alta.—Mr. Correy of Little Red Deer, Alta., will erect an eltr. here as soon as he has completed the preliminary arrangements.

Manor, Sask.—A. H. de Tremaudan, secy. of the Manor Farmers Eltr. Co., is advertising for plans for a 35,000-bu. eltr. to be erected here.

Victoria Harbor, Ont.—The Canadian Pacific Ry. Co. announces that it will erect grain eltrs. here, with a total capacity of 3,000,000 bus.

Weyburn, Sask.—A company of local farmers is being formed here under the name of the Weyburn Farmers Eltr. Co. for the purpose of erecting a 40,000-bu. eltr.

Glen Huron, Ont.—Hamilton Bros. are advertising for a site in the northwest on which to erect an eltr. As soon as the site is secured they will commence work.

Calgary, Alta.—The Alberta-Pacific Eltr. Co. is having plans prepared for a number of eltrs. to be erected in this province during the next few months.

Macleod, Alta.—Steps are being taken to incorporate the Macleod Farmers Eltr. & Mill Co., for the purpose of building a flour mill and grain eltr. in time to handle this year's crop.

Winnipeg, Man.—The grain dealers of Canada have in incubation a scheme for forming an insurance company. In a circular issued it is stated that during the past 4 years eltr. companies have paid something over \$400,000 for insurance and have only received \$44,000 damages. With the company being formed by eltr. owners each would pay an annual premium amounting to less than a quarter of what is now charged. The expenses of management are estimated at \$7,500 per annum. The announcement of the directorate has not yet been made, but it is understood the mgr. will be a Winnipeg man who is now managing one of the large banks here.—R. F. R.

## CHICAGO.

A popular air on 'Change—I'm a broker now.

C. E. Gray is now soliciting in the country for John Dickinson.

E. Valk, of New York, has been admitted to membership in the Board of Trade.

Assets of the defunct Chicago Railway Terminal Eltr. Co. were sold by auction Mar. 8 for \$100.

A late application for membership in the Board of Trade has been made by Jas. Turner Wilson.

The directors of the Board of Trade have disapproved the petition to make the price of memberships \$50,000.

The Illinois Central has consented to abolish the unjust transit charge of \$2 on each car leaving its own rails at Chicago, after Mar. 15.

Henry G. Campbell, formerly with the Armour Grain Co., has succeeded Edw.

H. Bingham as Chicago mgr. for Parker & McIntyre, of New York.

The petition asking for an amendment to the rules of the Board of Trade doing away with split quotations has been disapproved of by the directors.

Chas. E. White, for many years chief broker for Schwartz, Dupee & Co., is now handling the orders on brokerage in the pit for the Peavey Grain Co.

H. A. Foss, Board of Trade Weighmaster, has been appointed chief clerk of the market reports committee. He will continue at the head of the weighing department.

The violation of rules committee of the Board of Trade has been holding sessions every morning to interpret the new rules for members who find their language difficult to understand.

Arthur W. Cutten, formerly with A. S. White, and C. F. Hanson, formerly with McReynolds & Co., will act as principal brokers for the Marfield-Griffiths Co., of Minneapolis, in wheat and corn.

The 13th dinner of the Chicago Board of Trade Bohemian Club will be held at the Auditorium Monday evening, March 19. The rumor that thirteen will be seated at each table was started to scare Ed Heeman.

Geo. M. Patch, who was a member of the old grain firm of Carrington, Hannah & Co. and who has been associated with the firm of Knight & McDougal since they succeeded Otto E. Lohrke & Co., has been admitted to partnership.

Henry O. Parker, of H. O. Parker & Co. and a member of the Board of Trade, suffered a partial stroke of paralysis recently at his home in Sheridan Park. A complete recovery is hoped for. His open trades have been transferred.

A. W. Lloyd has been appointed a member of the appeals committee of the Illinois state grain inspection department, to succeed M. J. Sheridan, who has resigned. The other members of the committee are W. S. Seaverns and A. Eddy.

Samuel Hazelhurst, wheat broker, failed to meet his balances at the clearing house March 8 and was obliged to close out his trades. The fall in the price of wheat is given as the cause of the suspension. His liabilities are estimated at about \$5,000, with assets about half that amount.

Members who were deprived of their salaries by the new rules, and who have not been fortunate in the number of orders entrusted them to execute on the brokerage plan, are dissatisfied. A few traders are earning their former salary for a month in less than a week at the rate of 10c per 1,000 bus.

S. H. Greeley has issued a circular entitled "Our Obligations to the Trade as Members of the Chicago Board of Trade" in which he ascribes the killing of the market to the juggling by public warehousemen, and advocates trading in futures of each grade of grain separately, with none deliverable at a discount.

The committee having in charge the revision of the commission rule of the Board of Trade on cash grain has adopted the suggestions made at the meeting of the cash trade placing cash grain salesmen on a salary. The rules have been reconstructed, placing all matter pertaining to brokers in separate sections.

Membership in the Board of Trade, which for several months have been sell-



ing at \$200 to \$300 above the price of \$3,000, at which the Board has been retiring them, took a sudden spurt the week before the new commission rule went into effect, \$3,800 being bid. The demand for membership continues good, tho the certificates are now selling at \$3,200.

A suspended member of the Board of Trade must pay his dues during his suspension, is the decision of the appellate court in the suit of Wm. E. Dodson for reinstatement to membership. When Dodson was suspended for 10 years in 1893 memberships were selling at \$700. The directors of the Board held that he had forfeited all his rights by not paying the dues.

After keeping the Iowa and City Eltr. properties tied up by condemnation proceedings for four years past the trustees of the sanitary district recently decided that the work of widening the Chicago River where the eltrs. are situated shud be left to the federal government, and will not buy the ground. For the loss due to the condemnation suits John S. Goodwin, trustee of the eltrs., has brot suit against the sanitary district for \$510,000 damages.

There is a great and growing demand for a postal check system. What is understood to be the beginning of a general movement in all large cities has already been put in operation in Chicago. The banks have formed a trust in which the large ones insist and the small ones dare not refuse to impose a system of heavy taxation on checks from other cities. It means a taxation on Chicago depositors amounting to hundreds of thousands of dollars annually. This at a time when the bank stocks are from two to six times above par and several of them erecting million dollar edifices in which to do business.—*Popular Mechanics*.

Applications for membership in the Chicago Board of Trade have been made by W. T. Banta, Geo. F. Reed, Geo. P. Braun, Gustav F. Ewe, Fred W. Clory, B. G. McGeary, Jas. Simpson, S. D. Gourkey, H. A. Ellsworth, D. L. S. MacLaren, Jas. A. Sullivan, Wm. G. Agar, J. Clarke Dean, Jas. G. Phelan, John G. M. Glessner, John Teagle, H. P. Watson, John C. Shoffer, Wm. R. Halligan and R. M. Desjardins. The memberships posted for transfer are those of John N. McGean, Chas. Henrotin, Jos. A. Goers, Roy C. Manson, Henry Ellsworth, Tracy L. Cockle, Frank Floyd, Jos. W. Murray, H. L. McCourtie, Fred M. Davis, Stewart H. Stinson, Solomon Sturges, John B. Morrow, John A. Black and the estates of John Rankin and Frank J. Foss.

The local milling industry, which for many years has labored under a disadvantage in railroad rates, will derive great benefit from the milling in transit rate granted by the Wabash road effective Mar. 5. The two large mills have had to be satisfied with the local trade, which, tho large, is small compared with the possibilities of grinding for shipment to the seaboard and foreign countries, a traffic which hitherto has been monopolized by Minneapolis and other cities enjoying the milling in transit privilege. If the transit privilege is permanent it will invite the investment of capital in large mills and improve the sample market for wheat and rye.

The directors of the Board of Trade have adopted the following resolutions: That it is the sense of the directors that all brokerage transactions on and after March 1 must be executed at the rates prescribed by the commission rule adopt-

ed by the ass'n on Feb. 15, whether the brokerage is for the execution of trades that were entered into prior to March 1 or subsequent to that date. That it is the sense of the directors that the phrase "10 per cent interest" occurring in the fourth paragraph of section 1 of rule xiv of the rules refers to the interest of a bona fide partner of a firm, or a bona fide and substantial stockholder of a corporation, and does not refer to a mere "working interest" or to an interest in less than the entire business of the member, firm, or corporation. That it is the sense of the board of directors that the charge for sampling as prescribed in section 7 of rule 14, as amended on Feb. 15, does not apply to original samples brot by receiver's agents.

Suit has been brot against A. J. Lichtstern by creditors of the defunct Weare Commission Co. to recover \$300,000 lost in alleged bucketshop transactions. Benson Landon, attorney for the creditors, says: "For three years prior to the failure, Weare had large dealings with Lichtstern. He would give him orders to buy and sell stocks, which the broker would report he had done. Then the stock would go down, and Weare would order it sold, and the broker would say he had done so. In reality, he never made any deals, but kept the money. If there were any stocks sold or bought for Weare they were bought and sold by Lichtstern from himself to himself." One of the principal creditors seeking to recover thru this proceeding is the McNeil Grain Co., which holds a judgment for \$23,212. After procuring the expulsion of P. B. Weare from the Board of Trade a few years ago, C. G. McNeil of Sioux City, Ia., was himself expelled from the exchange. Judge Walker on Mar. 1 appointed the Chicago Title & Trust Co. receiver of such assets of the Weare Co. as may be recovered. It is said that Lichtstern has not been guilty of bucket-shopping since he became a member of the Board of Trade a few years ago.

## COLORADO.

Ft. Morgan, Colo.—The Udpikie Grain Co., of Omaha, Neb., has brot the eltr. of W. H. Ferguson.

Denver, Colo.—A scheme to defraud grain and hay shippers of Nebraska and Kansas has been nipped in the bud by the arrest of L. M. McCreery on the charge of swindling, and the exposure of the methods of P. R. Worley. McCreery solicited shipments of grain and hay from Nebraska, giving John F. Vallery and the Payne Investment Co., of North Platte, Neb., as references. McCreery and Worley each received 14 cars of hay from Chas. O. Morrison of Baird, Neb., and both turned the hay over to T. A. Burnell, commission merchant, who sold the hay at \$2 per ton below the market. The selling of the hay so far below the market excited the suspicion of other dealers and an investigation led to the exposure. Skelton & Morrow, attorneys, have brot suit against Worley and Burnell to recover \$930, which Worley, it is alleged, failed to turn over to Morrison. On the morning of Feb. 28 23 cars of grain arrived over the Union Pacific and Burlington consigned to Worley and McCreery and were held by the railroads. The attorneys contemplate prosecuting Worley.

## IDAHO.

Weiser, Idaho.—The millers of southwest Idaho have formed an ass'n and will hold their next meeting at this place. W. H. Thomas of Payette is pres.

Kendrick, Idaho.—The Kendrick-Rochdale Co. is making plans for the erection of a 40x50-ft. eltr. in connection with its warehouse and with bins for handling bulk grain. A chopper and cleaner will be installed.

## ILLINOIS.

Nevada, Ill.—Merritt & Wierman have succeeded M. L. Merritt.

Williamsville, Ill.—The farmers are planning to build an eltr.

Drake, Ill.—Elmore & Lemmon have succeeded Greenleaf & Co.

Congerville, Ill.—Wm. Rich has succeeded O'Hara, King & Co.

Lanton, Ill.—Bailey Bros. & Kearney are new in the grain business here.

Mattoon, Ill.—The Farmers Co-operative Milling & Eltr. Co. has been organized.

Pana, Ill.—The Farmers Eltr. Co. has been incorporated with \$10,000 capital stock.

Virginia, Ill.—Most all the grain is gone out of this locality.—W. C. Hofstetter.

New Holland, Ill.—The New Holland Grain & Coal Co. is reported to be \$26,000 in the hole.

The annual meeting of the Illinois Grain Dealers Ass'n will be held June 13-14 at Peoria.

Peoria, Ill.—The Farmers Co-operative Ass'n will hold their annual meeting here Mar. 14 and 15.

Sparland, Ill.—Wm. Riddell, the former local grain dealer, has just returned from an 8-months stay in Europe.

Pekin, Ill.—The Glucose Sugar Refining Co. will build a 50,000-bu. storage eltr. Work will be commenced soon.

Kirk, Ill.—E. B. Fidler & Co., formerly of Broadlands, have sold their eltr. to W. H. Barnes & Co. thru C. A. Burks.

The Zorn Grain Co., of Peoria, and Gibbons & Kern, Dwight, have recently joined the Illinois Grain Dealers Ass'n.

Granite City, Ill.—The Corn Products Co., of New York, has purchased the local plant of the St. Louis Syrup & Preserving Co.

La Place, Ill.—The new 40,000-bu. eltr. for V. E. Hawthorne has been about completed. It is iron clad with an iron roof and a detached power house.

Springfield, Ill.—Hearings on the 20 per cent reduction in carload rates were held by the Railroad & Warehouse Commission Feb. 27 and Mar. 6.

Heyworth, Ill.—Smoot Bros. contemplate building a small eltr. on the interurban south of Heyworth to ship grain to Chicago and New Orleans.

Yeager Siding, Momence P. O., Ill.—The 16,000-bu. eltr. for Taylor Bros., of Kankakee, has been completed by Fred Friedline and is now in operation.

Allenville, Ill.—H. W. Riley contemplates enlarging the capacity of the 2 eltrs. which he purchased in January. W. T. Farlow is mgr. of both houses.

Raven, Ill.—The Raven Eltr. Co. incorporated, \$6,000 capital stock, to deal in grain. Incorporators, Wm. Smith, Josiah Bonwell and Jas. A. Earhart.

Sullivan, Ill.—Please discontinue our advertisement in the Grain Dealers Journal. We have sold our eltr. to W. H. Barnes & Co., of Neoga.—E. B. Fidler & Co.

Vergennes, Ill.—In January 1 bot Vergennes Milling Co. mill and eltr. I

was formerly proprietor Allen Mill at Allen, Kan.—F. C. Hughes, proprietor Vergennes Mill Co.

Flanagan, Ill.—The Farmers Grain & Coal Co. incorporated, \$15,000 capital stock, to deal in produce, fuel and building materials. Incorporators, John Abels, Henry J. Park and Eli Stuckey.

Carlock, Ill.—The Carlock Farmers Eltr. Co. incorporated, \$7,000 capital stock, to deal in grain and farm implements. Incorporators, Fred A. Stahly, Daniel Austin and Jacob A. Engel.

Paloma, Ill.—The 6,000-bu. eltr. for the Paloma Eltr. Co. has been completed and has been leased to Lohr & Lummis, who will operate it and will add a feed mill to their grain and hay business.

Pontiac, Ill.—The Pontiac Farmers Grain Co. incorporated, \$7,000 capital stock, to deal in grain, fuel and building materials. Incorporators, Warren Collins, Wm. Lehmann and Oliver Buland.

Sterling, Ill.—Harlem Bushman has let the contract for the erection of a 26x40-ft. corn crib, in which will be installed an eltr. and dump for handling grain. An engine will be installed to operate the house.

Hudson, Ill.—The Farmers Eltr. Co. has been organized and will either build an eltr. or buy one already operating at this station. The officers are: T. B. Raycroft, pres., and Wm. Humphries, secy. and treas.

Parnell, Ill.—John Puett, formerly of the grain firm of Puett & Williams, Colfax, has traded his farm for the local eltr. of J. E. Hawthorne and will engage in the grain business again. He will manage the house from Bloomington.

East St. Louis, Ill.—S. H. McGee, superintendent of the Burned Union Eltr., states that plans are being made for the C., B. & Q. Ry. to erect another eltr., which will be larger and better than the old house. The new building will cost about \$200,000.

East St. Louis, Ill.—The syndicate that bot the damaged grain from the Union Eltr. fire has sold part of the stuff to the St. Louis Syrup & Preserving Co., and the latter has resold much of it to John Wiedmer of the Gratiot Street Warehouse Co.

St. Anne, Ill.—Wm. Sievert, of the Sievert-Tegge Grain Co., has sold his interest in the company to his partners, Tegge Bros., of Papineau. They will conduct the business under the name of the Tegge Grain Co., with A. R. Tunks as mgr.—Tegge Grain Co.

Greenview, Ill.—The reports submitted at the annual meeting of the Farmers Eltr. Co. are said to have shown a loss of \$900 on last year's business, which makes it \$2,250 behind. Rumor has it that a meeting will soon be called to vote an assessment to make good the deficiency.

Peoria, Ill.—At the recent meeting of the board of directors of the Illinois Grain Dealers Ass'n here Feb. 27 the pres. and secy. were authorized to employ an assistant to the secy. It is expected to increase greatly the membership between now and the annual meeting in this city June 12.

Lena, Ill.—The burned A. F. Foll eltr., which was operated by the B. P. Hill Grain Co., of Freeport, will be replaced by a modern 12,000-bu. house. A company will probably be organized to succeed to Mr. Fall's interest, as he is in feeble health. He started in the grain

business at this point before the war and has earned a rest.

Lovington, Ill.—M. C. Davenport & Co. have succeeded Davenport & Felger. Mr. Davenport has purchased the interest of I. C. Felger thru C. A. Burks and will have charge of the business. Mr. Felger will devote his time to looking after his eltr. business at Bement and Milmine and also some Canadian land which he purchased recently.

Decatur, Ill.—Fidler & Kenney have succeeded V. N. Hinkle in the wholesale and brokerage flour business. The firm is composed of E. B. Fidler, of E. B. Fidler & Co. formerly in the grain business at Sullivan, and A. M. Kenney, of Broadlands. Mr. Fidler has removed to Decatur and will have charge of the business. The deal was made thru C. A. Burks.

Bloomington, Ill.—The plant which has been operated by Frank Supple has been sold and will be demolished. Mr. Supple has removed to an office in the Corn Belt Bank building and will conduct his business from there. He has eltrs. at Twin Grove and Ogden. The eltr. which will be torn down has capacity for 50,000 bus. and was owned and formerly operated by E. H. Rood, who was at one time mayor of Bloomington.

El Paso, Ill.—The official report of the El Paso Eltr. Co., issued under date of Feb. 15, shows the co.'s resources to be \$11,696.03 and its liabilities \$19,174.24. Its stock amounting to \$8,580 has about been wiped out by its losses. Its bills payable amounted to \$10,000. Its loss and gain account which we presume is for 12 mos. business, shows the co. to have lost \$748.76 on the grain handled. The gain from coal handled was \$1,167.89. A live liability in the form of an indebtedness to L. Everingham & Co., who "broke up, company owing them \$27.29," is included in the gain column. The creditors of L. Everingham no doubt will be glad to learn of this hidden asset.

The Railroad and Warehouse Commission of Illinois has been petitioned by the railroads to revoke the present maximum switching charge of \$2 per car, for a distance not exceeding three miles and substitute therefor a charge of  $\frac{1}{2}$ c per 100 lbs. This increase will affect all carload shipments weighing more than 40,000 lbs. and is therefore of particular importance to the Illinois farmer and grain dealer. Assuming that the average car of corn weighs 56,000 lbs., the increase in the switching charge on each car will be \$1.30. Nearly every charge assessed on grain at the primary markets is eventually borne by the tiller of the soil, who therefore will be much affected by this increase, says the St. Louis Traffic Bureau in a recent circular.

Macon, Ill.—Grain dealers will do well to keep on the lookout for one Geo. S. Smith, who pretends to be representing "Gale Brothers Commission Co." of Cincinnati, O., and has cards printed on which he is accredited with being their representative. There is no such company, but it is an easy matter for grain dealers to be led astray by the high standing of The Gale Bros. Co. Mr. Smith is a gray-haired, smooth-shaved man of about 62 years, straight, rather spare, dark eyes and about 5 ft. 8 inches tall. He claimed to be an old soldier and was taken to the Farmers & Merchants Bank of this city by one of his local comrades, who identified him, to the extent of a \$75 draft on the "Gale Brothers Commission Co.," which does not exist.

## INDIANA.

Wabash, Ind.—T. W. King & Son will build a 20,000-bu. eltr.

Barnard, Ind.—J. T. Higgins, of Chalmers, has purchased the eltr. of John Wilson.

New Ross, Ind.—I may repair my eltr. to considerable extent this season.—John I. Powell.

Corydon, Ind.—Hickman & Hickman have let the contract for a grain eltr., costing \$6,000, to A. H. Richner.

Ft. Wayne, Ind.—The Mayflower Mills Co. has increased its capital stock by \$10,000 and will purchase several eltrs.

Burney, Ind.—Jesse M. Luther has purchased for \$3,500 the eltr. operated by Burney & Elliott and has taken possession.

Rich Valley, Ind.—W. F. Spiker, of Wabash, has purchased a site and will build a 25,000-bu. eltr., with hay and coal sheds in connection.

Indianapolis, Ind.—Jesse D. Myers, formerly actively engaged in the grain business, and well known about the Board of Trade, died Feb. 27, aged 76 years.

Fortville, Ind.—Having sold my grain eltr. at Yeoman to Clarence Johns, I am now in possession of the grain, flour, coal and ice business, formerly owned by Paul Hagen.—J. A. McComas.

Hedrick, Ind.—We have sold our eltr. to Chas. W. Amos, formerly of Indianapolis, who will remove into the residence going with the property, and take full charge March 1.—J. O. Finch & Son.

Newcastle, Ind.—J. R. Ulrich, of Lynn, has purchased the interest of E. A. Morris in the eltr. recently purchased by the Newcastle Eltr. Co. from Geo. & W. B. Starr, and will succeed Mr. Morris as mgr.

Peru, Ind.—The Mexico Milling Co. incorporated, \$15,000 capital stock, to operate an eltr. and do a grain shipping business. Incorporators, Chas. P. Ecksten, Chas. E. Redmon and Donelson W. Warren.

Sellersburg, Ind.—Both of the Pickersell boys who formerly did business here as the Southern Indiana Grain Co. (a sad memory to some shippers) are now in Louisville, where it is said they are doing business as the Louisville Grain Co.

Middletown, Ind.—The Daniels & Pickering Co. incorporated, \$40,000 capital stock, to operate grain eltrs. and flour mills and do a grain business. Incorporators, John C. Daniels, Chas. J. Pickering and Frank Daniels. The new firm has succeeded J. C. Daniels & Co.

Greenfield, Ind.—Thos. H. New, whose mill and eltr. burned recently, is preparing to build a 60x20-ft. eltr. addition to his warehouse. The old mill chimney, which has stood for nearly 50 years and has passed thru 3 fires, is being torn down and will be replaced by a new one when the mill is rebuilt.

Milford, Ind.—Thomas Clayton, whose eltr. was burned in April, 1902, is defendant in a suit brot by L. C. Malcolm to recover for 800 bus. of wheat in store. Clayton states that Malcolm's grain was burned, while the latter alleges that only a part was destroyed and that Clayton sold the remainder, keeping the proceeds.

Warren, Ind.—I have purchased the Stewart Flour Mills, water power, for \$11,000 and will remodel them to the latest system 150-barrel mill. I will install a 25-bu. field seed cleaner to clean oats and corn and grade oats, corn, wheat,



clover and all kinds of seeds.—F. Wildgrube, R. F. D. No. 3.

## INDIAN TERRITORY

Chickasha, I. T.—A company has been organized here with \$15,000 capital, to build an eltr. and mill.

Muskogee, I. T.—Owing to my health, this office of W. L. Pitts & Co. has been discontinued and I will be the active junior member of the firm of H. B. Pitts & Son, Marshall, Tex. I will hold my interests in this section.—W. L. Pitts.

Chickasha, I. T.—We are not scooping grain at Mt. View, O. T. We are not buying grain that would in any way interfere with an eltr. We are buying corn in the shuck to ship to parties in Louisiana and in no way fighting the eltrs.—Ocheltree Grain Co.

## IOWA.

Marne, Ia.—Albert E. Harris, of Harris & Finley, died recently.

Gilbert Station, Ia.—The Farmers Eltr. Co. will build an eltr. this spring.

Granite, Ia.—The Soo Eltr. Co. has closed its eltr. here for the season.

River Sioux, Ia.—Martin V. Hathaway, a former grain dealer, died recently, aged 71 years.

Libertyville, Ia.—Harlie Yost contemplates building a 4,000-bu. eltr. and hay warehouse.

Belle Plaine, Ia.—C. A. Davis has succeeded R. C. Dugan as agt. for the Northern Grain Co.

Grand Mound, Ia.—Earl Wise has succeeded Chas. Merkel as mgr. of the eltr. of the Northern Grain Co.

Allison, Ia.—The Farmers Co-operative Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Wm. Meyers, and others.

Ocheyedan, Ia.—Anderson & Moen, of Estherville, have purchased the eltr. of Moreland & Shuttleworth. Possession to be given May 1.

Ruthven, Ia.—The eltr. of the Reliance Eltr. Co. burned Feb. 19, with about 6 carloads of grain. Loss nearly covered by insurance. Fred Roberts is mgr.

The Grain Dealers Union of Southwest Iowa and Northwest Missouri will hold its annual meeting at the hotel Johnson, Red Oak, Ia., at 2 o'clock, Mar. 28.

Sac City, Ia.—Chas. Merkel, formerly agt. for the Northern Grain Co. at Grand Mound, has been transferred to take charge of the company's house here.

Marshalltown, Ia.—The large glucose plant here is to be dismantled and the machinery removed to another point. The plant has been closed ever since it was purchased by the trust.

Ames, Ia.—Seed corn tests will be made by the Iowa State College free of charge. The kernels from the ears to be tested are to be mailed to the Agronomy dept., I. S. C., Ames, Ia.

Des Moines, Ia.—Representatives of the co-operative eltr. companies appeared before the house committee on agriculture Feb. 21 to recommend the passage of the Powers reciprocal demurrage bill.

Council Bluffs, Ia.—The eltr. just completed by the Trans-Mississippi Grain Co. was partially burned Mar. 7. The damage, which is estimated at about \$60,000, is said to be covered by insurance.

Dysart, Ia.—The Dysart Eltr. Co. has been succeeded by H. A. Wiess & Co. Mr. Wiess has been joined by his old

partner Mr. Schroeder and the new firm will ship live stock as well as grain.

Pilot Mound, Ia.—The Farmers Eltr. Co. has been organized to do a grain business and has secured the eltr. of John Thorngren. Wm. Forney has been engaged as mgr. The officers of the company are: Wm. Larson, pres., and D. A. Good, secy.

Avoca, Ia.—The Centennial Mill Co. has purchased the eltr. property of the Des Moines Eltr. Co. and has taken possession. The eltr. will be run in connection with the mill, with Chas. Bornholdt in charge. The grain warehouse will be torn down.

Manson, Ia.—Over 2,000 bus. of corn in one bin of the Western Eltr. Co. heated and rotted, causing \$500 loss. The corn was bot last fall and if cars had been obtainable would have been shipped during the winter. Agent A. Hakes recently shipped two cars of the spoiled corn.

When shipping to St. Louis, or East St. Louis, always instruct your commission merchant to get Merchants Exchange weights and accept no other. It is necessary to give such instructions in case of each and every shipment so that there will be no misunderstanding.—Secy. G. A. Wells.

Mason City, Ia.—We have sold our entire line of houses to the Ober-Kingsbury Grain Co. and will give possession on or before May 1. Our firm will continue as it is and devote our entire time to the commission business. Mr. Ober is pres. of the First National Bank of Chatfield, Minn.; and Mr. Kingsbury has for several years been connected with the Benson Grain Co., at Heron Lake, Minn. He has disposed of his interests in that company to form the Ober-Kingsbury Grain Co., with A. L. Ober as pres. and F. S. Kingsbury as secy. and mgr. Headquarters will be at Mason City.—M. W. Lee of Loomis-Johnson-Lee Co., Minneapolis, Minn.

The bill, house file No. 134, introduced in the Iowa legislature to provide for extension work by the Iowa State College and for investigations by the Agri. Experiment Station, is a very meritorious measure and deserves the hearty support of the grain trade. The extension work will consist in part of giving instruction in corn and stock judging at fairs, institutes and clubs, aiding in conducting short courses of instruction at various points, in lectures and demonstrations on the growing of corn and other crops. To carry out its purposes the bill appropriates \$20,000 for the year beginning July 1, and it is provided that the funds shall be expended on plans agreed upon by an advisory committee of which the pres. of the Iowa Grain Dealers Ass'n is one. Write your representatives in the legislature urging them to vote for H. F. No. 134.

## KANSAS.

Edmond, Kan.—I am not in the grain business now.—F. A. Shields.

Kinsley, Kan.—Frank T. Milloway has taken charge of the eltr. for Moses Bros.

Long Island, Kan.—The Updike Grain Co., of Omaha, has bot the eltr. of W. H. Ferguson.

Goodland, Kan.—The 20,000-bu. eltr. for F. M. Fox has been completed by P. H. Pelkey.

Wichita, Kan.—Henry Lassen is about to let the contract for the erection of his eltr. and mill.

Courtland, Kan.—The Kansas Grain Co. is making arrangements for the rebuilding of its eltr.

Grinnell, Kan.—A 35,000-bu. eltr. is being built here for the Shellabarger Mill & Eltr. Co. by P. H. Pelkey.

Morland, Kan.—The Shellabarger Mill & Eltr. Co., of Salina, is building a 35,000-bu. eltr. here. P. H. Pelkey has the contract.

Elwood, Kan.—The Elwood Eltr. Co. has incorporated under the laws of Kansas, with \$1,000 capital stock, to operate an eltr. here.

Glen Elder, Kan.—The old eltr. of the Farmers Alliance has been purchased by Frank Hobart. The house has not been operated for years.

Altoona, Kan.—Wilmit, Lloyd & Co. have let the contract for a 10,000-bu. shelling house to P. H. Pelkey. Work has been commenced.

Strawn, Kan.—I have sold my grain business at this place to O. L. Kuhlman, of Bonita, and he is now here to erect an eltr.—Geo. Antrim.

Windom, Kan.—Harry Fallows has succeeded R. Inskeep as grain buyer for the Farmers Co-operative Shipping Ass'n. Mr. Inskeep has gone onto his farm near Norman, Neb.

Topeka, Kan.—State Grain Inspector J. W. Radford reports 4,991 cars of grain inspected during Jan. and 2,663 weighed. The fees collected by the department amounted to \$3,263.95.

Robinson, Kan.—The eltr. of Gregg Bros., of St. Joseph, Mo., burned Feb. 28, with 1,300 bus. of grain. Loss, \$3,500; fully covered by insurance. Sparks from a locomotive started the fire.

Lawrenceburg, Hollis P. O., Kan.—Chas. Peterson, mgr. of a local eltr., was assaulted and robbed Feb. 22 in his office by tramps. He was found during the evening with his skull crushed.

Kansas shippers who have been solicited by L. M. McCreery and P. R. Worley of Denver will read with interest the exposure of these alleged swindlers in the Colorado column of the Journal.

Meriden, Kan.—E. M. Fitzgerald, of Dana, Ind., has purchased the interest of W. A. Gardner in the Meriden Eltr. Co. Mr. Fitzgerald is a brother-in-law of E. A. Wagner, the mgr. for the company.

Do not fail to read "Proper Way to Assess Grain and Elevators" elsewhere in this number as it applies directly to Kansas elevator owners, many of whom have been assessed on too high a valuation. Are you?

Chetopa, Kan.—The mill and eltr. of H. S. Edwards & Co. burned early in the morning of Mar. 2, with 15,000 bus. of wheat. Loss, \$25,000 on building and \$10,000 on grain. It is thot that the building was struck by lightning.

Topeka, Kan.—When the board of directors of a corporation does not comply with its by-laws and the laws of the state by making annual reports to its stockholders, you can rest assured that the management is rotten to the core.—Farmers Advocate.

If you are a member of the state ass'n why not use the association emblem on your letter-heads? Show your colors. Then those with whom you do business will know whether or not you are disposed to arbitrate trade differences. The fairly disposed shipper is always the most desirable customer.

When the railroad fails to supply cars

shippers are urged to make applications under the new law compelling the roads to furnish cars or pay a penalty of \$1 per day, to move shipments at least 50 miles per day, and to forward shipments within specified time or forfeit \$5 per day. Application for cars should be made in writing, with a tender of  $\frac{1}{4}$  of the freight charges in advance.

Osage City, Kan.—The Osage City Grain & Eltr. Co. has been dissolved, F. B. Bonebrake, the vice-pres. of the company, having purchased the interest of M. W. Cardwell and he will continue the business under the old firm name. Mr. Cardwell is looking for another location. Preparations are being made for the erection of a 10,000-bu. eltr. by the Osage City Grain & Eltr. Co. to replace the house burned Nov. 20.

Topeka, Kan.—In the suits filed by the Kansas railroads to obtain an order of court restraining the state railroad commission from enforcing the 5 per cent reduction in grain rates, the roads allege that the reduced rates ordered into effect by the commission do not allow the roads a fair return upon the capital they have invested, and they are, therefore, confiscatory in their character. In support of this contention the roads are preparing statements showing gross and net earnings on commodities carried within the state and on all interstate traffic hauled across the state. The constitutionality of the Kansas law creating the commission is questioned. It is alleged that the law gives the commission executive, administrative and legislative duties, tho it is not a court, and, therefore, the adjudication of a rate to be unreasonable by such a body, its decision going into effect within thirty days, is not due process of law, and the requirements that a rate, once fixed by the commissioners, shall remain in force until changed by it, no provision being made for a rehearing, gives that body arbitrary power.

#### KANSAS LETTER.

Redfield, Kan.—Bolinger & Bolinger are the only regular grain dealers at this place.

Bronson, Kan.—Love Bros. have succeeded Love, Hodge Co., in the grain business.

Moran, Kan.—G. A. Chamberlain has succeeded S. C. Varner in the grain business at this point. The Moran Grain Co. has succeeded B. Palmer & Co.

Ft. Scott, Kan.—There was a meeting of the local grain dealers held at the Goodlander hotel the afternoon of Mar. 1. A local association was formed, known as the Southeastern Kansas Grain Dealers Ass'n, having a membership of 25. R. E. Cox, of Ellsmore, is pres., and M. M. Cubbinson, sec'y. E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, was requested to be in attendance at this meeting and explain the objects of the Kansas Ass'n. It was decided at this meeting to affiliate with the state ass'n in the near future. The question of furnishing bags to the farmers was discussed, and it was the consensus of opinion that the practice be discontinued at once. Another meeting will be held in Iowa within 60 days.—M. S.

#### LOUISIANA.

New Orleans, La.—The grain exports from New Orleans during Feb. were 200,000 bus. of wheat, 4,072,179 bus. of corn, 305,000 bus. of oats and 230,511 bus. of barley; compared with 5,109,134 bus. of corn, but no wheat, oats nor barley, for Feb., 1905. Exports since Sept. 1 and

prior to Mar. 1 have been 848,034 bus. of wheat, 15,095,290 bus. of corn, 1,166,879 bus. of oats and 620,511 bus. of barley; compared with 11,838,598 bus. of corn and 14,575 bus. of oats, but no wheat nor barley, for the corresponding period of 1904-5, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

#### MICHIGAN.

Elsie, Mich.—The firm of Curtis & Briggs will discontinue business.

Shelby, Mich.—I am out of the grain business and am farming.—E. D. Elliott.

Edwardsburg, Mich.—Carpenter & Kalmbach have succeeded McLane, Swift & Co.

Memphis, Mich.—The Richmond Eltr. Co., of Richmond, has leased a site and will build an eltr.

Sanford, Mich.—W. H. Alswede has succeeded the Sanford Mercantile Co. in the grain business.

Ann Arbor, Mich.—Samples of speltz and vetch seed are being sent out to millers by Professor C. D. Smith of the state agri. college, so that they may be able to detect the foul stuff.

White Pigeon, Mich.—We contemplate letting contract for the installation of gasoline engine, grain cleaner, scales and other eltr. equipment in our grain house at White Pigeon.—W. J. Thomas & Co., Schoolcraft, Mich.

Linden, Mich.—Fred Welch has taken possession of the eltr. recently purchased from A. H. Buck & Son, and Elmer Gundeman, of Bancroft will have charge for him. An improved Hall Distributor has been installed.

Cass City, Mich.—A. Frutchey, with his sons Jos. and Herbert, has purchased the interest of E. A. McGeorge in the Cass City Grain Co. and will continue the business. Mr. McGeorge contemplates a western trip.

#### MINNEAPOLIS.

Benj. Rood, who was recently injured in a grain eltr., is dead.

Chas. Werner, cashier for a grain firm in the Chamber of Commerce, is charged with having embezzled several thousand dollars.

Jas. A. Gould has purchased 7 acres of vacant trackage property along the N. P. Ry. at 31st street, on which will be erected the terminal eltr. which will be operated by the newly organized grain company in which Mr. Gould is interested.

At the meeting of the Minnesota Farmers Exchange Mar. 8-9 the name of the organization was changed to Northwest Farmers Exchange. A delegation was sent to the Chamber of Commerce to plead for admission to membership in that body.

#### MINNESOTA.

Faribault, Minn.—The Farmers Eltr. Co. ran behind last year.

De Graff, Minn.—A. D. Beaudeau will begin the erection of an eltr. in April.

New Ulm, Minn.—The Eagle Roller Mill Co. will erect eltrs. at Miller and Porter, Minn.

Sanborn, Minn.—G. E. Bartholomew has succeeded W. A. Gleason as grain buyer for Bingham Bros.

Olivia, Minn.—The Olivia Farmers Eltr. Co. has been organized and expects to build an eltr. in the spring.

St. Paul, Minn.—The hearing on

freight rates will be held Mar. 28 by the Railroad and Warehouse Commission.

Greenland, Minn.—It is reported that the Jas. Quirk Milling Co. will build an eltr. to replace the house burned Feb. 22.

Duluth, Minn.—The Peavey Eltr. Co. expects to get its 1,000,000-bu. eltr. completed and ready to receive grain by Sept.

Lake Park, Minn.—The farmers are organizing a co-operative eltr. company. Thos. H. Canfield and M. J. Norby are interested.

Heron Lake, Minn.—V. E. Butler, secy. of the Benson Grain Co., has purchased the interest of Frank Kingsbury in the company.

Imogene, Minn.—The Nye-Schneider-Fowler Co. will continue to buy grain here and will load it directly into cars until its eltr. is completed.

Hutchinson, Minn.—The Exchange Grain Co. and the Empire Eltr. Co. have each contributed \$10 to the boys' county seed corn contest prize fund.

Arlington, Minn.—The eltr. of the Pacific Eltr. Co. will be overhauled during April. Grain is pretty well marketed.—Wm. O'Brien, agt. Pacific Eltr. Co.

Mankato, Minn.—The Mankato Malting Co. has purchased property adjoining its plant and it is reported that the company contemplates building a large eltr. this summer.

St. Paul, Minn.—Commission merchants of this city have complained to the railroad and warehouse commission that the railroads require them to have a higher commercial rating than Minneapolis merchants to exempt them from filing bonds.

Wylie, Minn.—The Wylie Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Ferd Gother, Chas. Jensen, Nick Eckstein and others. Mr. Eckstein is pres. The company contemplates building a 15,000-bu. eltr. and a gasoline power house, the plant to be ready for operation next fall.

Dennison, Minn.—Shortages on shipments of grain to Minneapolis and other terminals were reported at a recent meeting at this place of representatives of farmers eltrs. Some companies reported shortages aggregating several hundred bus. Another report showed an average shortage of 10 bus. per car. An organization for mutual protection was formed, with John Miller of Dennison as pres. and J. E. Drake of Northfield as secy.

Duluth, Minn.—Among the bidders for the salvage grain from the Peavey Eltr. were J. R. Martin, representing the Brooks Eltr. Co., of Minneapolis; Mr. Sanford, representing E. S. Woodworth, Minneapolis; W. H. Haskell of the Toledo Salvage Co., Toledo, O.; McGuire & Atwood of Duluth, and Thuet Bros., of St. Paul. Beginning at \$25,000 the bidding was run up to \$52,000, when the offers were rejected, A. L. Searle representing the Globe Eltr. Co., having a reserve bid of \$55,000. Several days later, the underwriters, in despair of receiving a higher bid, gave the grain to McGuire & Atwood to be handled on commission thru the Republic Eltr.

#### MISSOURI.

Memphis, Mo.—W. P. Briggs has succeeded Humbert & Buttles.

Kansas City, Mo.—N. L. Moffatt has purchased the membership of F. P. Lint in the Kansas City Board of Trade.

Hughesville, Mo.—Arthur Gilbert and Roy Bain, of Tipton, have purchased the



eltr. recently built by the E. Hasenwinkle Co.

St. Louis, Mo.—F. W. Seele will withdraw from the P. P. Williams Grain Co. Apr. 1 and intends engaging in business on his own account.

Blodgett, Mo.—The Blodgett Eltr. & Grain Co. incorporated, \$15,000 capital stock. Incorporators, B. F. Marshall, Geo. Buchanan, Benj. Gratz and others.

The annual meeting of the Grain Dealers Union of Southwest Iowa and Northwest Missouri will be held at 2 o'clock, Mar. 28, at the Johnson hotel, Red Oak, Ia.

St. Louis, Mo.—Thos. M. Coyle, of the local firm of Menkin & Co., and Wm. M. Hopkins, of Kenkel, Hopkins & Co., Minneapolis, have applied for membership in the Merchants Exchange.

Kansas City, Mo.—The Board of Trade on Mar. 6 voted to rescind the rule permitting members of other exchanges to trade at  $\frac{1}{2}$  the commission, and the rate to all non-members is now  $\frac{1}{8}$ ¢ per bu.

St. Louis, Mo.—Supervision of weights at the Belt Eltr. was begun by the Merchants Exchange Feb. 19. The fees of 25¢, and 50¢ for cars unloaded, will be deducted by the P. P. Williams Grain Co.

Springfield, Mo.—The Barker Grain Co. incorporated, \$10,000 capital stock, to buy and sell all kinds of cereals, build mills and eltrs. and do a general manufacturing business. Geo. T. and C. W. Barker, of Everton, and J. B. Russell are interested.

Kansas City, Mo.—The arbitrary deduction of 100 pounds from the weight of all grain hot by members of the Kansas City Board of Trade, is estimated by Secy. Smiley of the Kansas Grain Dealers Ass'n. to have caused a loss to shippers to this market last year of \$68,000. Mr. Smiley calls it downright robbery.

St. Louis, Mo.—Eugene Smith has been chosen to succeed D. R. Whitmore as assistant secy. of the Merchants Exchange and is expected to take up his duties about May 1. Mr. Smith has been engaged in newspaper work in St. Louis for 12 years and is at present secy. of the St. Louis Manufacturers Ass'n.

Kansas City, Mo.—The Missouri State Board of Railroad & Warehouse Commissioners dismissed the complaint of the Logan Grain Co. against the careless work of one of the inspectors. One Missouri inspector reported a car 58 pounds and another inspector 54 pounds test. The same inspector graded a car of corn as wheat, it is said. Such work makes the inspection a farce.

Kansas City, Mo.—The Chicago, Burlington & Quincy R. R. have adopted the Hess System of drying for its new eltr. to be erected at Harlem by Barnett & Record Co. It is expected that this eltr. will be up-to-date in all particulars and will be furnished with the best equipment obtainable. The Hess Grain Drier was ordered after careful consideration of the several driers now offered for sale and will supersede a drier of another make, formerly used at this eltr. The No. 6 machine will be erected and will have a capacity of 15,000 bus. daily. This will make the seventh Hess Drier at Kansas City Terminals, it being in use at that point already at the eltrs. belonging to the Santa Fe, Frisco, U. P., C. M. & St. P. and Mo. Pac. Railroads.

St. Louis, Mo.—A shortage of \$15,000 has been discovered by the Mississippi Valley Grain & Eltr. Co. in the accounts

of Allen C. Bates, its secy., who committed suicide Feb. 14, and it is expected that legal proceedings will be begun against his estate to recover 150 shares of stock, which had been purchased with money belonging to the company. Mr. Bates had been in the employ of the company as secy. for 4 years and it is alleged that his speculations continued during the whole period.—Henry W. Sebastian, pres. of the company, stated that "Bates handled about \$2,000,000 annually. The examination of his accounts has shown that his irregularities began on January 2, 1902, the day after his appointment as secretary, when he converted \$300 due the company on insurance rebates, to his own use. These misappropriations continued up to within a few hours of his death, when he took from the cash drawer \$280. His speculations for the present year amounted to \$500 or \$600. His method was to convert to his own use money refunded the company by the insurance company on the unexpired insurance on grain in our eltrs. Mr. Bates was under bond of \$25,000, furnished by the United States Fidelity & Guaranty Co. It is said, however, that the company will be able to recover from the secretary's sureties only upon such speculations as do not antedate the present year, as the bonds were renewed yearly. His salary as secretary of the company was \$150 a month."

## ST. LOUIS LETTER.

The outcome of the advance in grain commissions on the Chicago Board of Trade that went into effect recently, the old commission being practically doubled, is being watched with interest by St. Louis commission firms, who believe that it will turn a considerable volume of business to the St. Louis market. The advance falls heaviest on outsiders or non-members trading in Chicago, who will hereafter pay \$12.50 per 5,000 bus. compared with \$6.25 in St. Louis.

On March 1, there were 304,000 bus. of wheat in private warehouses and mill stocks, in St. Louis and East St. Louis, against 445,000 bus. in February and 513,000 on March 1, last year. The public and private wheat stocks on March 1, were 2,790,000 bus., a decrease during the month of February of 352,000 bus. Wheat receipts for Feb. were 1,111,000 bus. Private stocks of corn on March 1, were 115,000 bus., against 46,000 a month ago and 77,500 the corresponding month last year. Private stocks of oats were 115,000 bus., against 107,000 a month ago and 54,500 the corresponding month last year.—W. H.

## NEBRASKA.

Winnetoon, Neb.—The Urdike Grain Co. has installed a Hall Distributor in its eltr.

Rescue, Neb.—The Ewart-Wilkinson Grain Co. will install an improved Hall Distributor.

Irvington, Neb.—The Urdike Grain Co. has installed a Hall Grain Distributor in its eltr. here.

Julian, Neb.—L. G. Chavey & Co. have purchased the eltr. of L. L. Coryell and will operate it.

Utica, Neb.—T. L. Davies has purchased the eltr. of W. M. Boon and has taken possession.

Fremont, Neb.—The Nye-Schneider-Fowler Co. has of late been running its eltr. night and day.

Yutan, Neb.—The O. F. Peters Grain

Co. has installed a Hall Distributor in its eltr. at Leshara.

Talmage, Neb.—Roland Peterson has succeeded Chas. Asa as mgr. for the A. J. Denton Grain Co.

Lyman, Lushon P. O., Neb.—The Farmers Grain & Stock Co., of Sutton, contemplates operating an eltr. here.

Deshler, Neb.—John Panzeram is overhauling his eltr. and has purchased new machinery from the York Foundry & Engine Works.

Harvard, Neb.—The W. J. Hynes Grain Co., of Omaha, has purchased the eltr. of the McConaughy Grain Co. and has taken possession.

Omaha, Neb.—The new eltr. of the Crowell Grain & Lumber Co. has been equipped with Minneapolis V Eltr. Cups furnished by J. J. Gerber.

The swindle alleged to have been perpetrated on Nebraska shippers by L. M. McCreery and P. R. Worley of Denver, is reported in the Colorado column of the Journal.

Nebraska City, Neb.—The Duff Grain Co. has brot suit against the Missouri Pacific road to recover \$700 overcharges and damages due to delay in transit and negligence.

Leshara (no P. O.), Neb.—The McCaull-Webster Eltr. Co., of Minneapolis, Minn., is building an eltr. This town is on the Ashland-Sioux City extension of the G. N. Ry.

Marquette, Neb.—W. A. Tarbell, who sold out to the Wells-Hord Grain Co., writes that he intends going to Kearney to look for a new location to engage in the grain business.

Fairbury, Neb.—W. M. Van Buren & Son are improving their eltr. and installing a feed mill, the machinery and supplies being furnished by the York Foundry & Engine Works.

Omaha, Neb.—To turn the western Iowa grain traffic east instead of west the Northwestern road has made the 18¢ rate on corn from Omaha applicable to Iowa points on the main line.

Byron, Neb.—The Farmers Eltr. Co. has let the contract for the erection of a 20,000-bus. eltr. to E. H. Cramer. It will be equipped with a Howe Gasoline Engine, Hopper and Wagon Scales, cleaner, and other machinery furnished by the York Foundry & Engine Works.

Blair, Neb.—The Crowell Lumber & Grain Co. has purchased the eltrs. of the Torpin Grain Co. at Colon, Crowell, Nickerson and Verdigris. The Torpin Grain Co. has decided to keep its interests centralized and sold these houses as the towns are remote from the main group of eltrs.

Omaha, Neb.—The Heald Grain Co. has been organized to do a cash and commission grain business, of which E. E. Heald will be mgr. Mr. Heald was formerly with the Geo. A. Adams Grain Co. and later with the Von Dorn Grain Co. The new firm has its offices at 218 Board of Trade building.

Lincoln, Neb.—The Duff Grain Co., one of the defendants in the suit of the state against the Nebraska Grain Dealers Ass'n, filed an answer Mar. 2 giving three grounds for defense and stating that the suit is not for the state but for the federal courts. Answers were filed on Mar. 5 by three other firms, the Nye-Schneider-Fowler Co., the Holmquist Co., and the Crowell Grain & Lumber Co.

Holdrege, Neb.—The J. W. Anderson Grain Co. incorporated, \$50,000 capital

stock, to operate the eltrs. recently purchased by J. W. Anderson. Incorporators, J. W. Anderson, C. A. Skoog and C. Engstrom. The Farmers Eltr. Co., of which Mr. Anderson has been mgr. for 17 years, holds stock in the new company and will be run in connection with it, with headquarters at Holdrege.

Omaha, Neb.—The Cavers-Von Dorn Eltr. Co. incorporated, \$50,000 capital stock, with headquarters at Omaha and to do business in Nebraska, Iowa, Minnesota and So. Dakota. Plans are now being completed by the firm for the erection of a 50,000-bu. eltr. in Council Bluffs, Ia., which the company expects to have completed by June 1. This is the site selected by Mr. Von Dorn last fall for the Cooper-Von Dorn Co., but the change in the personnel of the firm has delayed the project.

Geneva, Neb.—For 10 months Mr. Buehrer's management of the Geneva Farmers Eltr. Co. cost the company an average loss of \$200 per month, or a total of over \$2,000 up to November 1 last. It finally dawned on the board of directors that most of the capital of the company had already been swallowed up. The members of the board decided to discharge Mr. Buehrer in order to save the company from bankruptcy. The Farmers Eltr. Co. does not own the building but merely has a short time lease on it. Mr. Buehrer seems to have ripped up and dissipated about everything the company did have.—Signal.

Omaha, Neb.—The directors of the Grain Exchange have adopted the following resolution: "Whereas, The Chicago, Milwaukee & St. Paul Railway, seemingly not being satisfied with the injury inflicted a short time ago in discriminating against this market and the welfare of Omaha in making lower rates on grain from Kansas City than from Omaha to the Atlantic ports, is now doing all it can in various ways to prevent grain from coming to this market from points on its road in Iowa; and: Whereas, The Milwaukee Co. has a large business in and out of Omaha, and should certainly show a spirit of fairness; therefore, be it Resolved, That the heavy shippers be advised of the attitude of said company and what it is doing, and the injurious effect it will have on this grain market and Omaha in general."

#### NEBRASKA LETTER.

Omaha, Neb.—Gurdon W. Wattles, president of the Omaha Grain exchange, has returned from a month's trip through Mexico.

Nebraska City, Neb.—The grain men of this city claim they have lost over \$8,000 in the last two months by reason of the shortage of cars.

Beatrice, Neb.—W. R. Laughlin, of the firm of Cummings & Laughlin, grain and coal merchants of this city, was married recently to Miss Daisy Malone, of Warrensburg, Mo.

Lushton, Neb.—Trouble has arisen in the Farmers Eltr. Co. Twice a committee of farmers audited the books and pronounced them all right, saying the business showed a profit. Some dissatisfied stockholders secured the services of an expert accountant, who, it is said, has found the business running at a loss.

Omaha.—Marion O. Cunningham, administrator of the estate of Adolph E. Larson, has begun suit for \$5,000 against the Missouri Pacific Railway company and Merriam & Holmquist Eltr. Co. for damages growing out of Larson's accidental death November 6. He was

working on a sidetrack moving some cars near the eltr., when an engine backed down upon him and threw him under the wheels.

Omaha.—Export corn from Omaha is moving to the Atlantic in preference to the gulf, as warm weather at the southern ports makes it impracticable to ship by that route. Ninety-one cars went from Omaha to the gulf ports in February for export, and 121 cars to the Atlantic. The movement has started well this month. The Wabash has a rate of 21½ cents to New York and the Great Western a rate of 23 cents to Baltimore.

Omaha.—Tom Worrall, Nebraska's "grain trust buster," is extending his operations along that line to the neighboring state of Minnesota. Mr. Worrall spoke March 6 at Minneapolis before a meeting of the Minnesota Farmers' exchange, an organization with an incorporated capital of \$500,000, the object of which is to fight trust methods in the state. Mr. Worrall told how the combine was broken in Nebraska.

Omaha.—The officers of the Nye-Schneider-Fowler Co. held a half day's conference Wednesday with the officers of the Chicago Great Western road regarding the location of the 1,000,000-bu. eltr. on the tracks of the Great Western. Part of the afternoon was spent at the Great Western terminals. In the evening it was announced that no conclusion had been reached. The road has two sites to offer, one in the immediate vicinity of the Independent Eltr., the other near the Great Western freight depot. Until the conference, it was thought that the location had been decided on for South Omaha.

Omaha.—The Chicago Great Western has announced it will meet the Union Pacific rate of \$2 per car on business to and from Council Bluffs insofar as it applies to its own business. That is, the \$2 rate will apply on grain from Omaha to the eltrs. on the Chicago Great Western in Council Bluffs and from Council Bluffs to eltrs. in the Chicago Great Western in Omaha and South Omaha. The reduced rate on grain for the seaboard for export also has been made to apply to all seaboard points. C. R. Barry, assistant general freight agent of the Chicago Great Western, who was in the city March 2, said his road was after this grain business from Omaha and every effort will be made to furnish the cars needed. He said 500 cars had been ordered to the Omaha market for immediate delivery.

Omaha.—As if to make amends for any injury to the Omaha market, the Milwaukee road has promised to lower the rates from South Dakota points to Omaha, thereby giving the Omaha dealers a chance to buy in a territory which has always sent its grain to Chicago and Minneapolis. Vice-President Hiland of the Milwaukee was in the city a few days ago and held a conference with some of the leading grain men. It was given out afterwards that Mr. Hiland admitted that there was a discrimination against Omaha in favor of Chicago and Minneapolis in the matter of rates on grain from South Dakota, and that he gave assurance of a more equitable basis in the near future. The rates from some of the South Dakota towns are said to be 4 cents in favor of Minneapolis and Chicago, even where the distance is shorter to Omaha. The local grain men say they propose to have justice, now that Omaha has become a market and can handle the grain.

Omaha.—The annual report of Pres.

Wattles and Secy. Merchant of the Grain Exchange for the year 1905 has just been issued in pamphlet form. It shows a very heavy increase in the business of the exchange, as compared with the year 1904, and a healthy and encouraging condition of the grain trade in Omaha. Before the Omaha Grain Exchange was established two years ago Omaha had three grain eltrs., with an aggregate capacity of 2,140,000 bus. To-day the second annual report shows twelve eltrs. constructed and three more either projected or in process of construction, whose total capacity, leaving out that of two small ones, will be 5,640,000 bus. Regarding the value of Grain Exchange stock, Secy. Merchant says: "The membership is limited to 200; of this number 162 shares have been taken. We are doing something that has never been done to my knowledge by any other grain exchange, and that is to run this exchange without assessing the members. We are able to do this because the inspection and weighing of grain is under the jurisdiction of this exchange, from which we receive some revenue. Annual dues of other exchanges range from \$25 to \$75. Notwithstanding that our annual dues have been nothing, we have in the past year paid all expenses without drawing on the original capital."—R. A. M.

#### NEW ENGLAND.

Springfield, Mass.—Bucket-shops are being closed on account of the vigorous campaign being conducted against them.

Boston, Mass.—Suit against the Chamber of Commerce to recover \$100,000 damages, has been brot by A. Fred Brown, who was suspended for alleged unmercantile conduct in running a corner in corn.

Shelburne Falls, Mass.—J. B. Frost, a prominent grain merchant, died Feb. 28, aged 84 years. Mr. Frost had conducted his business until last year, his son, E. C. Frost, having managed the business since his retirement.

#### BOSTON LETTER.

The Norton Chapman Co., of Portland and Boston, have withdrawn from Boston and are succeeded by their former Boston representatives under the firm name of Webster Tapper & Co.

Several members of the Boston Chamber of Commerce have recently taken membership also in other exchanges. Horace Cook, Jas. F. Hammen and Geo. F. Reed have joined the New York Produce Exchange and Geo. F. Reed has joined the Chicago Board of Trade.

The New England Grain Dealers Ass'n is not making much noise about its work outside of its own bailiwick, but is in good financial condition and doing excellent work and will prove of much benefit to its constituency. Jay Chapin, its able secretary, is the right man in the right place.

The only full cargo ship loaded with grain from Boston this season, sailed from Mystic wharf Jan. 31 with 176,000 bus. durum or macaroni wheat. She went to Catania, Sicily, for orders. She was chartered Jan. 29, towed to Mystic wharf, fitted with shifting boards, cleansed and loaded with her full cargo within 50 hours. The shipment was handled by Geo. F. Reed, Boston representative of the Ames-Brooks Co.

Notwithstanding the rate discrimination against Boston and New York in the export differential favorable to the South Atlantic ports, Boston held her own on grain exports in Feb., thanks to our Canadian neighbors of the north-



west, who not only can raise a crop of wheat of superior quality but also have the canniness to market it wisely. While Boston lost her share of corn and oats, she led in wheat exports, all of which were Manitobas in bond, American spring wheats being still nearly 3 cents out of line. Clearances in Feb. were: 1,247,333 bus. of wheat, 386,353 bus. of corn, 218,525 bus. of oats and 303,525 bus. of barley, making a total of 2,156,011 bus.

The domestic grain trade in New England was very unsatisfactory to the jobber and distributor in Feb. The remarkably open winter has curtailed feeding, wholesale buyers early in the year made commitments for forward delivery in anticipation of the usual winter demand which did not materialize. The transportation companies with tracks free from ice and snow were enabled to rush shipments forward on record time to anything but waiting markets with the result that the gateways into New England were congested with grain on demurrage which had to be sold at less than shipping prices in order to save expense and further losses. This surplus stock is now cleaning up and the market for spot grain is on a shipping basis. A good spring business is looked for.—R. D.

## NEW YORK.

Buffalo, N. Y.—Edw. C. Hawk died here recently. He was interested in the International Eltr.

Oswego, N. Y.—The Francis Perot Sons Malting Co., of Philadelphia, Pa., contemplates building a 1,000,000-bu. concrete malt house.

Buffalo, N. Y.—The Ryan Eltr. & Forwarding Co. incorporated, \$5,000 capital stock, to store, elevate and transfer grain, etc. Incorporators, Thos. M. and Chas. C. Ryan and Geo. D. Gillson.

New York, N. Y.—Arrangements have been about concluded for a lease of part of the trading floor of the Produce Exchange to the Consolidated Exchange, while the latter is being rebuilt.

New York, N. Y.—The proposition to advance the rate of commission to  $\frac{3}{4}$ c per bu. and to make minor changes in the rules, was laid on the table at a meeting of the Produce Exchange, Feb. 21. The question will come up again.

New York, N. Y.—The grain committee of the trunk line ass'n and the transportation committee of the Produce Exchange held a conference Mar. 1 on the question of establishing a thru export rate on ex-lake grain from Buffalo to New York. Sub-committees were appointed.

## BUFFALO LETTER.

The new Ontario Eltr. is up well into the air and is being pushed fast, as the owner wants to get it into the pool before the end of May, so that he can claim practically a full season's business for it.

The Corn Exchange has now reduced its shares of stock to \$100 and thus made it easy to become a member, so it is expected that the grain and milling interest will continue in a single body as before. No further policy is as yet made known.

Spring wheat dealers are still holding their stock very firm in spite of the lack of demand for it here. Much that is wintering here is owned by New York millers and speculators and it looks as if the claim of the Buffalo millers, that they want none of it, was to be made good.

The move to reform the season eltr. pool has made no further progress, but no change has been made in the proposi-

tion. It may be a trifle hard to bring the Kellogg in and nothing is expected to be done till Manager Heald of the Mutual is home, as he has somewhat close relations with the Kellogg management.

Lake Weighmaster Junius S. Smith of the Chamber of Commerce has received a report of Canadian grain shipments by lake from the neighboring Lake Superior ports of Fort William and Port Arthur, which shows that of a total of 41,025,845 bus. of wheat, 11,234,199 bus. came to Buffalo, with only 2,407,304 bus. to all other American ports.

Moist corn is reported by the grain inspectors, tho the condition of the most of it is much improved. A lot of very high-grade corn is lately in off the Lake Shore Railroad. There is considerable complaint of car shortage, especially from small shipping districts, where empty cars are not naturally plenty.

The winter cargoes are making good progress now towards elevation before the April 15 limit and it appears now that the fleet will all be active again before that time. On some days lately there have been 5 eltrs. running at a time, making the harbor look like midsummer, as there is not much ice to give a winter aspect to the scene.

The vessel owners have a grievance on account of the demand made by some of the eltrs. for extra storage when grain from winter cargoes is put into them some time before it goes out again. The steamer Hand broke a pipe and wet some of her oats, but when an eltr. was asked to take the grain it demanded an extra half cent a bu. and the steamer was not unloaded. When it is there is chance of a dispute as to the responsibility for the loss, as the vessel is clearly not to blame for what is wet after the leak was discovered.

The Wheeler Eltr. on the lake side of Buffalo creek took fire from the tower on the afternoon of Mar. 2 and was practically destroyed, the leg tower and some of the lower works only remaining. The entire loss is estimated at \$130,000, the eltr. being valued at \$100,000 and containing about 60,000 bus. of barley and malt, estimated at \$30,000. What salvage there is will be offset by the damage to adjoining property, which would have been much larger but for the good work of the firemen. The Wheeler Eltr., owned by A. J. Wheeler and the Scroggs estate of Chicago, was built of wood in 1888. With contents it was insured to about full value. Mr. Wheeler's loss is in a very different form from that of the Ontario Eltr., which was owned by him when it fell into the water two years ago and for which the insurance companies still refuse to pay. It quite likely will be rebuilt, but not of wood. The cost of insurance has driven out the wooden eltr.—J. C.

## NORTH DAKOTA.

Ray, N. D.—McGee & Smith are scoop shovel shippers.

Westhope, N. D.—McCabe Bros. have succeeded Jas McCabe.

Sherwood, N. D.—The Farmers Eltr. Co. has been organized.

Berthold, N. D.—C. Faulhaber has succeeded Faulhaber & Co.

Hannah, N. D.—Geo. Bullock has succeeded Bullock & Balfour.

Rogers, N. D.—W. C. Helm & Co. have succeeded Mudgett & Helm.

Dwight, N. D.—Winanes & Johnson have succeeded C. M. Johnson.

Tyler, N. D.—A farmers eltr. is being talked of in this vicinity.

Garrison, N. D.—Mr. Wallsie is doing a scooping business here.

Willow City, N. D.—I have succeeded Taylor & Cook.—J. H. Cook.

Cavalier, N. D.—We have succeeded French & Son.—French & Thomsen.

Sanger, N. D.—I have discontinued business at this place.—I. P. Baker.

Westhope, N. D.—Phipps & Keen have succeeded Phipps & Co.—B. C. Phipps.

Dresden, N. D.—J. H. Byfield and R. Fleming are scoopers.—Jos. L. Gotschire.

The North Dakota assessment for taxes on grain in store will be made Apr. 1.

Mohall, N. D.—A farmers' eltr. is contemplated. N. W. Nicholson is interested.

Expansion, N. D.—The eltr. for Capt. I. P. Baker, of Bismarck, has been completed.

Velva, N. D.—The Velva Grain Co. is doing a scooping business.—I. L. Berge.

Blaisdell, N. D.—An eltr. is contemplated at this station. Mr. Guslo is interested.

La Moure, N. D.—The farmers are organizing a company to build an eltr. H. F. Forkert is interested.

Melville, N. D.—The Occident Eltr. Co., of Jamestown, contemplates doubling the capacity of its eltr. this spring.

Anamoose, N. D.—Goetz & Hengel have purchased the eltr. of J. P. Huber, which he purchased in December.

Minnewaukon, N. D.—I have been succeeded by the North Dakota Realty & Investment Co.—G. T. Christianson.

Glenullin, N. D.—The Curlew Eltr. & Lumber Co. is new here.—J. C. Binns, mgr. Glenullin Lumber & Implement Co.

Montpelier, N. D.—The Occident Eltr. Co., of Jamestown, and Andrews & Gage, of Minneapolis, contemplate building eltrs. here.

Hannaford, N. D.—The Farmers Eltr. Co. is receiving bids for the erection of a 38,000-bu. eltr. to replace the house burned Jan. 15.

Gwinner, N. D.—An eltr. is contemplated at this station. R. P. Johnson, Nels Peterson and J. F. Carlblom are interested.

Arthur, N. D.—The Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, L. C. Hockridge, Chas. Viestenz, Ed. Sommerfield, and others.

Portal, N. D.—The Portal Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, W. A. Rouse, Jens Christenson, Carl M. Hanson, and others.

Sanborn, N. D.—The Sanborn Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Chas. H. Potter, Martin Jacobs, Ferd Noecker, and others.

Ellendale, N. D.—The eltr. of the Northwestern Eltr. Co. will be moved this spring from its present location to a point near the plant of the Ellendale Milling Co.

Glenburn, N. D.—The Farmers Eltr. Co. is to be incorporated with \$50,000 capital stock. The officers are: Geo. L. Stroup, pres.; T. E. Campbell, treas.; T. L. Smith, secy.

Cleveland, N. D.—The Occident Eltr. Co., of Jamestown, contemplates doubling the capacity of its eltr. here this spring. The Powers Eltr. Co., of Minneapolis, will build an eltr. this spring.

Minnewaukon, N. D.—The farmers are

organizing an eltr. company. E. B. Huffman and Wallace Dycus are interested. Chas. S. McGleen, grain dealer, writes that they will buy or build an eltr.

Fessenden, N. D.—A temporary eltr. leg was erected by Regan & Lyness to transfer 20,000 bus. of grain from a bin into their eltr. Only a little of the grain left on the ground during the winter was wasted.

Wilton, N. D.—The Wilton Eltr. Co. incorporated. \$50,000 capital stock. Incorporators, John A. Johnson, Painted Woods; Chas. O. Hansen, J. M. Thompson and Jacob Kilian, Wilton; Oscar F. Johnson, Slaughter.

Granville, N. D.—The Farmers Co-operative Eltr. Co. incorporated. \$50,000 capital stock. Incorporators, W. D. Dwella, A. W. Gansz, W. H. Hunter, and others. The company expects to be ready to do business next fall.

Edmore, N. D.—The eltrs. at Edmore have about cleaned up the season's run and have shipped about all the grain they had in store. The agents are whiling away the time at chess and shooting rabbits.—G. L. Winslow, agt. Anchor Grain Co.

Cooperstown, N. D.—The eltr. of N. J. Olsen burned Mar. 3 with about 35,000 bus. of grain. The agt., Frank Bowe, and Carl Beck were seriously injured, while trying to save the books, by an explosion, which occurred when the driveway was opened. This house was the fourth eltr. built on this site to burn. Loss, \$45,000; partly insured.

Cooperstown, N. D.—The Hammer-Halvorson-Beier Eltr. Co. incorporated, \$100,000 capital stock, to operate a line of eltrs. The company has purchased the eltrs. of the Sutherland Eltr. Co. at Carrington, McHenry and Edmunds and expects to purchase more houses later. Fred Beier will have charge of the eltr. at Carrington and John Beier will manage the house at Edmunds.

The G. N. Ry. special seed train will leave Larimore, N. D., March 12, and will make a 10 days' run, with stops at 73 stations. The list of lecturers includes Professor Thos. Shaw, of St. Paul, and A. L. Bolley, of the North Dakota Agri. College. The first day of the tour the train will make the run from Larimore to Langdon; March 13, Larimore to Rolla; March 14, Church Ferry to Antler; March 15, Towner to Sherwood; March 16, Sherwood to Ross; March 17, Minot to Devils Lake; March 19, Devils Lake to Sarges; March 20, Larimore to Aneta; March 21, Portland to Wahpeton; March 22, Forbes to Hankinson.

## OHIO.

Agosta, O.—Irving W. Cole, of Cleveland, O., is buying corn from a scoop-shoveler here.

The annual meeting of the Ohio Grain Dealers Ass'n will be held at Put-in-Bay July 6 and 7.

Dresden, O.—Chas. A. Long, grain dealer, has filed a petition in bankruptcy. Liabilities, \$11,549.26; assets, \$5,835.

Noggle, O.—We have sold our eltrs. at Noggle, Weaver Station and Clark Station, to J. M. McFarland.—G. M. Noggle & Son.

New Carlisle, O.—I sold my eltr. at Mechanicsburg, which I advertised in the Journal, to H. M. Conger, of Cardington. —S. A. Muff.

Scott, O.—Chas. T. Pierce, who recently sold out at Defiance to the Farmers

Grain Co., has purchased the eltr. of the McMillen Grain Co.

Arlington, O.—W. D. Bishop has purchased the interest of E. M. Fink in the firm of Bishop & Fink and will continue and manage the business alone.

Galion, O.—Elmer Stout will again take charge of his eltr. July 1, when the lease of T. Haley expires. Mr. Stout has not been engaged in the grain business for several years.

Toledo, O.—Besides raising the rate on futures from 1-16 to 1/4c the Produce Exchange has cut the rate on grain taken in on contract in less than 10,000 bu. lots from 1/2 to 1/4c.

Columbus, O.—The Grain Dealers Nat'l Mutual Fire Insurance Co., of Indianapolis, has been admitted to Ohio, which is good news for owners of elevators acceptable by this company.

Cavett, O.—I have bot the land on which stood the burned eltr. of the McMillen Grain Co., and will commence building an eltr. there as soon as I settle on plans.—Chas. T. Pierce, Defiance, O.

Elmwood, O.—I am putting in a new engine. I installed a new sheller last fall and I intend putting in a corn mill and make chop of the tough corn and oats. I expect to have my eltr. in first class order.—F. S. Hanley.

The annual meeting of the Ohio Grain Dealers Ass'n will be held at Put-in-Bay, Friday and Saturday, July 6 and 7. It is expected to raise the temperature of the water at the bathing beach to blood heat on Sunday, so that all will stay over until Monday and get a lake dip.

Fostoria, O.—The pneumatic tube system of filling the grain storage tank of the Isaac Harter Milling Co. is being replaced by a conveyor, at an expense of \$25,000. The 104-ft. eltr. will be raised another story and a tunnel will be dug under the tanks 275 ft. in length, of concrete.

Columbus, O.—Chas. J. Cummins, of Tingley Bros. & Cummins, has filed a petition in bankruptcy. Liabilities, \$14,567; assets, \$18,780. The Citizens bank of Mt. Sterling is the principal creditor, altho there are several hundred. The unsecured claims due the firm amount to \$11,067, and \$3,500 it is claimed should be paid by others.

Cincinnati, O.—J. V. Metzger, who recently purchased the interest of the other partners in the Metzger-Hill Co., completed the reorganization of the company Feb. 28 and is now doing business as J. V. Metzger & Co. The new firm assumes all company obligations on purchases and sales of the old company which were not completed on Feb. 1.

Columbus, O.—I am pleased to state that our railroad commission bill passed the House yesterday by an overwhelming majority. It will no doubt be up to the Senate soon to complete the enactment of the bill. It is to the interests of all Ohio grain dealers and shippers to write immediately to the Senator or Senators of the General Assembly of Ohio for the district in which they are located to support the bill when it comes up for a vote in the Senate.—J. W. McCord.

Deunquat, O.—For discrimination in furnishing cars John Wren was given judgment against the Toledo & Ohio Central R. R. for \$2,000 damages. Mr. Wren began his applications for cars on Sept. 25, 1905, and did not receive any until Jan. 25, 1906, while at points either side of Deunquat the road was furnishing cars for hay shipments. Mr. Wren's attorneys, Geo. Goodrich and D. C. Parker of

Upper Sandusky, filed suit Dec. 23, and the trial began Feb. 28 and continued two days. It shud be an encouragement to other shippers to learn that one shipper at least has succeeded in recovering part of the loss due to unjust discrimination in the supply of cars.

Deshler, O.—An experimental drier was the cause of the fire that destroyed the eltr. of L. L. Cass. The drier was home-made, of wood, and used 200 degrees of heat. Mr. Cass was experimenting with it, and if it proved a success intended to build one of iron. It is said the insurance companies had given no permit to add a wooden drier to the fire hazard. Mr. Cass writes: "My eltr. and drying plant at Farnham Siding burned Feb. 25, with 10,000 bus. corn, 600 bus. oats and 160 bus. wheat. I have saved about 800 bus. shelled corn which is badly damaged. The building and machinery with drier attached was worth \$7,000. The insurance was \$1,000 on grain; \$1,500 on building, and \$200 on boiler and engine. The adjuster allowed the full insurance except on the boiler and engine, on which \$150 was allowed. The total amount of policy was \$3,000 and the amount allowed by the insurance company, \$2,950. I received my pay in full from the Millers National Insurance Co. this morning, Mar. 5, a prompt and fair adjustment. The fire started in the drying plant. The eltr. will be rebuilt immediately."

## TOLEDO LETTER.

The Toledo Salvage Co. has purchased the stock of grain that was in the fire of the Union Eltr., at St. Louis. The grain is being removed to the local plant to be put in condition for market.

John R. Courcier, secy. of the Grain Dealers National Ass'n, is highly pleased with the direct membership plan, which has been adopted by the organization. Accessions to the membership list have been coming, not in lots of one, two or three, but in "bunches." The increase in membership has thus far gone far beyond the sanguine expectations of the officers of the ass'n.

The Produce Exchange at a special meeting held last Tuesday, approved of the action of the board of directors in changing the rate or commission to be charged. The rate was 1-16 cent per bu.; hereafter it will be 1/2 cent, or the same rate as is being charged by boards elsewhere, excepting Chicago and a few others. The vote of the membership for an advance stood 42 to 1. Some of the members would rather have left the rate at 1-16 cent, and made the rate 1/2 cent for those not belonging to exchanges. It is argued that such action would compel, or that it would have a strong tendency to bring in new members, and the \$50 thus received from each would greatly add to the treasury.

That the receipts of all kinds of grain at this point are small is clearly seen from the records kept by Archibald Gassaway, secy. of the Exchange. For the past 2 weeks, the total receipts of wheat were only 67,500 bus., while the shipments were extremely low, being 14,650 bus., for the two weeks. Corn receipts for the same period totaled 189,000 bus., the shipments amounting to 157,700 bus. Oats receipts amounted for the fortnight to but 88,200 bus., while the shipments reached 263,180. All the above figures show a marked decrease from several weeks back. Grain business is very dull, receipts being light and the demand down east very small. Some export trade in corn and oats is about the only sign of life.—H. D.



## OKLAHOMA

Sayre, Okla.—The Sayre Mill & Eltr. Co. has increased its capital from \$30,000 to \$50,000.

Okarche, Okla.—The Okarche Grain & Cotton Co. has succeeded T. E. Standard & Son.

Billings, Okla.—We bot O. W. Hutchinson's eltrs. at Billings, Marshall and Hunter.—Pearson & Hayton.

Jett, Okla.—The Woods County Grain Co. is building a 15,000-bu. cribbed eltr. P. H. Pelkey has the contract.

Guthrie, Okla.—A. H. Jackman, chief grain inspector, reports the grain inspected during the 13 months prior to Jan. 1 to amount to 1,359 cars; the fees collected to \$475.65; of this \$271.80 was paid to inspectors, \$2 for postage and traveling expenses and the remainder, \$201.85 composed Mr. Jackman's salary for the 13 months.

Kingfisher, Okla.—Governor Frantz has appointed C. Frank Prouty territorial grain inspector. This appointment is very gratifying to the members of the Grain Dealers Ass'n of Oklahoma and Indian Territory, in view of the refusal of Governor Ferguson last summer to appoint Mr. Prouty to the office on their recommendation. Ferguson appointed a politician, Thomas Soward of Guthrie, who immediately resigned when he found how small were the fees. Mr. Prouty is secy. of the Grain Dealers Ass'n, has had experience as a grain inspector and can be relied upon to fill the office with credit to himself and the trade.

Oklahoma City, Okla.—Both the grain dealers and millers ass'ns of Oklahoma and Indian Territories will hold a meeting together here in May. The prospective admission to statehood will give an opportunity to incorporate railway rate legislation into the state constitution and the grain men and millers will probably frame sections to be adopted in the constitution. The organizations have other important work to do, so that the meeting will be a memorable one, especially since the social features are to be made prominent. Members attending the convention will be accompanied by their wives or sweethearts.

## OREGON.

Adams, Ore.—The eltr. of the Pacific Coast Eltr. Co. and the warehouse of the Kerr-Gifford Co. burned Feb. 21 with 3,000 bus. of wheat, which belonged to John Bannister and was stored in the warehouse. The total loss did not exceed \$2,500. No insurance on the grain.

## PENNSYLVANIA.

Palmyra, Pa.—The firm of Erley & Bomgardner is going out of business this spring. It has been doing a good business in coal, grain and flour.—S. C. Brinson, Middletown, Pa.

Middletown, Pa.—We had a very good crop of corn, and it is too high for shippers to ship. It is all sold and manufactured into the standard corn meal. I pay 50 cents per bu. and use about 15,000 bus. in one season. I bot only 2 cars in the fall and now I buy from the farmers and get all I want. I use choice yellow corn.—S. C. Brinson.

Mifflinburg, Pa.—M. J. Reed & Sons have sold their grain house to Frank Ruhl, who took possession Mar. 1. Ernest Chambers has gone into partnership with Jos. Foster. The business will be conducted under the firm name of Foster

& Chambers. J. D. S. Gast & Son have made improvements on their grain house. They have engaged Chas. Strickler as mgr.—Grant W. Yoder.

Pittsburg, Pa.—The board of managers of the Grain & Flour Exchange have adopted the following definitions of shipping terms: Immediate shipments shall mean within three business days after date of sale. Quick shipment shall mean within five business days after the date of sale. Prompt shipment shall mean within ten business days after the date of sale. Where no shipping time is given, prompt shipment be applied.

## PHILADELPHIA LETTER.

Mill feeds are steady, with a fair trade in desirable stocks, holdings are rather moderate.

Treas. S. C. Woolman, of the Commercial Exchange, has been heard from by cablegram at Athens.

Baled hay and straw sells slowly, the free arrivals of ordinary qualities producing a weak feeling in the market.

S. D. Hunsberger suffered loss by smoke and water from a fire in the building next his eltr., which was saved by the fire wall.

Wheat flour is a drug on the market at present, the local jobbers and bakers being fully supplied and waiting for better opportunities.

Corn of all kinds and grades is keeping fairly steady, under moderate offerings of both cob and shelled, while business is not active.

The oat market rules firm under a good export demand, choice selections not being liberal, and local inquiry of an indifferent character.

Grain trade is very dull at present and some of the most pious members on 'change, in order to avoid the rigidity of the city Lenten regulations, are temporarily making the nearby seaside resorts their abiding places.

Wheat is dull, with the market depressed by downward moves, and values have declined here recently. The bull traders can't keep their eyes from the quotation boards on the Bourse floor, and emphatic cuss words are continually going out.

Vessels are at the docks here in the process of loading 1,508,000 bus. of grain for foreign ports, and thus far the corn exports since the first of the year are 4,000,000 bus. ahead of the same time in 1905. Wheat is nearly 1,000,000 bus. in excess, with oats approximately 3,000,000 bus. and export trade booming, February being a record breaker.

The complimentary dinner tendered Joseph Bosler, asst. treas. of the U. S., by his associates of the Commercial Exchange, is still the talk on the grain floor, Mr. Bosler being way up in financial and insurance circles as well as proprietor of the old Cheltenham flouring mills. The affair was managed by Chairman James L. King, Walter T. Hagar, E. Eldridge Pennock, Watson W. Walton, A. Judson Stites and William P. Brazer. More than 100 covers were laid; 16 courses were served.—S. R. E.

## PITTSBURG LETTER.

Mill feed inquiry is light, substitutes being cheap.

Rye is dull. Quotations have been reduced to 71 and 71½c for No. 2 Michigan.

Straw arrivals are not more than shud be readily cared for. Only No. 1 grade sells.

Little is doing here in oats. Dealers are apprehensive of a repetition of the market a year ago, when oats for months held only by the ragged edge.

Dealers see a discouraging outlook for shelled corn. Complaints of poor grading are not now frequent, but there is not the demand, and selling continues to be uphill work.

Ear corn prices are slightly lower on account of excess supply. Arrivals mostly measure up well as to quality, and shipments are no longer advised. The situation is weak.

The practice of putting good hay at the doors and inferior quality at the ends of cars is still complained of. It always results in a new sale at lowered values. Heavy receipts in the last few days have forced down prices. Most of the arrivals have been No. 2 and lower grades.—C. H.

## SOUTH DAKOTA.

Putney, S. D.—F. G. Brooberg will build an eltr.

Garretson, S. D.—P. A. Steinmentz has succeeded C. H. Blow as mgr. for the Thorpe Eltr. Co.

Labolt, S. D.—E. L. Greater has succeeded A. A. Anderson as mgr. of the eltr. for the McCaull-Webster Eltr. Co.

Watertown, S. D.—The McCaull-Webster Eltr. Co. is furnishing agents with a supply of pamphlets treating on seed grain and other farm subjects, to be distributed to farmers.

The Eagle Roller Mill Co., of New Elm, Minn., will erect eltrs. at Hecla, Columbia, Mansfield, Rockham, Lebanon, Raymond, Elrod, Hitchcock, Wessington and St. Lawrence, S. D.

Fairview, S. D.—The farmers have organized a company and will build a cribbed eltr. with capacity for 10,000 or 15,000 bus. M. Falda is pres. The directors are C. Falda, Allen Croford, C. Groth, E. E. Ayer and A. N. Helder.

Lake Preston, S. D.—The eltr. of the Atlas Eltr. Co. burned Mar. 4 with about 8,000 bus. of wheat, oats, barley and flax, a box car and the adjoining coal sheds with about 100 tons of coal. The origin of the fire is not known. Loss, \$5,000 on building. Entire loss is said to be covered by insurance.

## SOUTHEAST.

Montgomery, Ala.—W. A. Davis is pres. and treas. and S. T. Shank is vice-pres. and sales mgr. for the United Selling Co.

Jackson, Miss.—The committee on ways and means of the Mississippi house has practically decided to tax cotton exchanges and to establish a differential between exchanges and bucket-shops.

Atlanta, Ga.—Fire which started Feb. 19 in the storage room of A. C. Woolley & Co., wholesale grain dealers, destroyed \$2,000 worth of hay and the rest of the stock was damaged by smoke and water.

Roanoke, Va.—The Sutherland-Ewing Grain Co. has been organized to do a general buying and shipping business in grain, making a specialty of supplying the milling and feed trade of Virginia and the Carolinas. The firm is composed of G. G. Sutherland and W. K. Ewing, who have been engaged in the grain business for years in St. Louis.

Montgomery, Ala.—The Hobbie & Teague Co., of Montgomery, grain dealers and wholesale grocers, will begin this spring the construction of a large store

and warehouse, 4 stories and cellar, with track facilities. Schless & Kahn, wholesale grocers and grain dealers, have plans ready for a large and commodious 4-story and cellar store and warehouse, with track facilities. The high price for cotton has made conditions in our section better than ever before, and there is a great demand for all classes of feedstuffs, for both man and beast.—Cantelou Bros.

### TENNESSEE.

Memphis, Tenn.—H. H. Maury and M. P. McLaughlin have been appointed as the grain quotation committee of the Merchants Exchange for March.

Nashville, Tenn.—The Michigan Millers Mutual Fire Insurance Co., of Lansing, Mich., has been granted a license to do business in Tennessee.

Nashville, Tenn.—The large eltr. and warehouse being built at West Nashville for J. R. Hale & Sons, or Murfreesboro, has been about completed. The side-tracks to the plant have been put in and some business is being transacted. The firm also contemplates building a large cotton and hay warehouse, which will, however, be separate from the main plant to reduce the fire hazard.

Nashville, Tenn.—The eltr. operated by the Hughes Warehouse & Eltr. Co. and the Iowa Grain & Milling Co. has been purchased from the Murphy Land Co. by Chicago capitalists, who secured an option on the plant some time ago. It is understood that the I. C. and the Southern Rys. are the real purchasers and that the eltr. is to be operated by the Nashville Terminal Co. Possession is to be given in 90 days from date of sale. It is expected that the capacity of the eltr. will be increased to over 500,000 bus.

Memphis, Tenn.—The Merchants Exchange has filed an injunction bill against Davis & Co., Geo. Spangler, the Mercantile Bank and John P. Edmondson, receiver for the Merchants Trust Co., to secure \$2,000, of which the Exchange was defrauded by the defendants, it is claimed. The banking institutions are named as defendants simply in order to enjoin them from paying out any funds which they may have belonging to Davis & Co. Geo. A. Spangler was formerly in the employ of the Merchants Exchange and is claimed to have conspired with Davis & Co. to defraud the Exchange.

### NASHVILLE LETTER.

Meriden, Tenn.—The Modern Milling & Mfg. Co. of this place has secured a charter to operate a flour and feed mill.

Nashville, Tenn.—The following stock on hand in Nashville is reported by the Grain Exchange: 26,250 bus. of wheat, 300,900 bus. of corn, 283,200 bus. of oats, 18,860 bus. of barley, 6,100 bus. of rye and 17,641 barrels of flour.

Nashville, Tenn.—A good deal of hay has been coming into Nashville from Michigan, Wisconsin and the northwest, but bad roads have lessened the shipments of these to a great extent. Iowa and Illinois, however, continue to contribute their portion.

Nashville, Tenn.—There is a big demand on this market for corn, hay and oats from the southeast, and dealers are able to sell as much stuff as they have the cars to move. Business is in the main limited now by railroad facilities. The market for the past few days, however, has been dragging and farmers in the northwest do not want to sell unless they are forced to. Local dealers therefore

cannot make any round purchases under present conditions, but should the market change materially either way buying would become much freer.—R. N. C.

### TEXAS.

Austin, Tex.—The test case of the rice millers against the pure feed tax law will probably go over to the next term of court.

Coldwater, Tex.—The Coldwater Eltr. Co. has been incorporated with \$15,000 capital stock. Incorporators, Chas. L. Leicht, and others.

Beaumont, Tex.—The Josey-Miller Co. has increased its capital stock from \$20,000 to \$50,000. The company contemplates increasing the capacity of its mill from 1,500 sacks to 2,500 sacks daily.

Wichita Falls, Tex.—The Hardin Grain & Eltr. Co. has let the contract for the erection of a 35,000-bu. cleaner eltr. here and 3 line houses to P. H. Pelkey. The house here will be of cribbed construction and equipped with modern machinery.

Marshall, Tex.—W. L. Pitts, who has been doing business at Muskogee, I. T., under the firm name of W. L. Pitts & Co., has removed to Marshall and will take an active interest in the business of H. B. Pitts & Son. Mr. Pitts states that he will erect a corn mill here.

Houston, Tex.—Ware & Leland, Chicago, have fitted up an office here, which will have direct wire connection with all the large Exchanges. R. C. Tips, who has been with DeBuys & LaBouisse, has taken charge of the office which was opened for business March 5.

Galveston, Tex.—The Southern Pacific Railway Co. has let the contract to the Hess Warming & Ventilating Co. for a No. 6 Hess Grain Drier of 15,000 bus. capacity per day to be installed in its eltr. at this port, which is operated by the J. Rosenbaum Grain Co.

Galveston, Tex.—The grain exports from Galveston during Feb. amounted to 208,000 bus. of wheat, 2,691,350 bus. of corn and 20,400 bus. of barley; compared with 1,272,212 bus. of corn, but no wheat or barley, for Feb., 1905. Exports since Sept. 1 and prior to Mar. 1 have been 3,046,323 bus. of wheat, 10,189,430 bus. of corn and 140,400 bus. of barley; compared with 32,000 bus. of wheat and 3,631,949 bus. of corn, but no barley, for the corresponding period of 1904-5, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

### TEXAS LETTER.

Marshall, Tex.—J. R. Mahone, a prominent grain dealer, died Feb. 28.

Royse City, Tex.—The Royse City Milling Co. has increased its capital stock to \$30,000 and will make some improvements.

Waco, Tex.—The Crouch & Rowe Grain Co. has been formed and succeeded to the grain business of the H. H. Crouch Grain Co.

Amarillo, Tex.—The Amarillo Milling Co. is working on the construction of its mill and will have it in operation in time for the new crop of wheat.—J. S. W.

### UTAH.

Ogden, Utah.—The Cleveland Commission Co., of Salt Lake, has brot suit against C. A. Smurthwaite to recover damages for alleged failure to deliver 15 cars of wheat.

### WASHINGTON.

Albion, Wash.—Geo. Wood contemplates engaging in the grain business.

Davenport, Wash.—The Farmers Grain & Warehouse Co. incorporated, \$10,000 capital stock. Incorporators, Geo. W. Huffman, G. W. Thomas, J. S. Huffman, and others. J. S. Huffman is pres. and A. J. Field, secy.

Dayton, Wash.—The stock of barley in Eastern Washington has been cornered by Jacob Weinhard of this city and others. Mr. Weinhard bot 7,000 tons Oct. 1, and the remainder is owned by a coterie of dealers. Weinhard paid \$18 per ton and the market now is \$21 f. o. b. Dayton.

Washtucna, Wash.—The Farmers Grain & Supply Co. will erect a terminal eltr. at some point on the coast to handle and sell grain direct to exporters. It will also build eltrs. at Harrington, Lamona, Sprague, Reardan, Almira and Hartline and several other points, giving it about 25 interior eltrs. and a terminal eltr. The company will also build a line of houses on the Spokane, Eastern Washington & Columbia River Ry., which is now being built. The headquarters of the company are at Spokane. I. J. Ballinger is pres. and E. W. Swanson, secy.—S. L. Farnsworth, mgr. Farmers Grain & Supply Co.

### WISCONSIN

Superior, Wis.—F. D. Day, of Omaha, has been admitted to membership in the Board of Trade.

River Falls, Wis.—Elliott & Wasson have let the contract for the erection of an eltr. this summer.

Superior, Wis.—The suit brot against the Wisconsin Grain & Warehouse Commission by the Globe Eltr. Co. to test the new law is to be heard Mar. 12 at Madison.

Superior, Wis.—The annual election of the Superior Board of Trade was held Feb. 23, when the following officers were elected for the ensuing year: T. J. Roth, pres.; Chas. A. Erhart, re-elected vice-pres.; Geo. R. Hudnall, second vice-pres. Directors: T. J. Solon, Sam Crumpton and Sam Turney. Arbitration committee: H. P. Ersberger, H. A. Johnson, T. J. Solon, Peter Eimon and S. W. Lightbody. Appeals committee: W. W. Strickland, Sam Turney, Wilbur Ross, H. T. Fowler and Sam Crumpton.

Milwaukee, Wis.—The Milwaukee Feed Shippers Ass'n was formed Feb. 26 with Chas. R. Lull, pres.; Chas. Chapin, vice-pres.; Otto Sickert, secy., and M. C. Moore, corresponding secy. The charter members are Chapin & Co., Atlantic Export Co., F. Duhne, Jr., Wisconsin Feed Co., Deutsch & Sickert Co., P. C. Kamm & Co., Hottelet & Co., Chas. A. Krause Grain Co., Western Grain Products Co., Chas. R. Lull, Franke Grain Co., M. G. Rankin & Co., C. F. Keck & Co. In the call for the meeting it was stated that "Inasmuch as the Grain Dealers National Ass'n has, in the past, not paid any attention to the interests of feed dealers, it is now the question of bringing about a change in this ass'n or to form a new ass'n of feed dealers, in order to work in harmony and with energy to the betterment of general conditions." The new ass'n will work for a better understanding with receivers and shippers and co-operate with other local feed dealers ass'ns thruout the country. Among the questions that are pressing for solution are uniform shipping rules on the different exchanges, fair laws on pure feeds, and local conditions.



## MILWAUKEE LETTER.

Advices received here from various points in the northwest indicate that the open winter and lack of the usual fall of snow is causing considerable alarm among dealers who are dependent upon the wheat crop for the bulk of their business during the coming season. In the coarse grain districts, however, there does not seem to be any worrying over the situation.

The Hughes bill, recently introduced in Congress, which is intended to compel railroad companies to make an equitable distribution of cars among shippers, is modeled on lines similar to a measure which was before the Wisconsin Legislature at its last session but failed to pass. Such a law will, however, probably be enacted at the next session, in conjunction with one providing for reciprocal demurrage.

E. P. Bacon and others who have been active in the propaganda for more effective governmental control of railroad rates are quite elated over the poll recently taken of the members of the National Ass'n of Manufacturers on the subject of the Hepburn bill, which was endorsed by a vote of 792 for and 165 against. "This is particularly significant, in view of the fact that the pres. of the ass'n, David M. Parry of Indianapolis, was the prime mover in organizing a convention to oppose the legislation in Chicago last October," said Mr. Bacon. "This opposition convention was held at the time the Interstate Commerce Law Convention met to ratify the recommendation of Pres. Roosevelt in his annual message."

Those who have been endeavoring to force the adoption of a rule, restricting trading in sample grain on the local Board, recently put through an amendment limiting the division of commissions to resident members of the Milwaukee, Chicago and Minneapolis Exchanges, except such as may have acquired their certificates here prior to March 1, 1906. This will, in future, shut out country dealers, but, as it does not have any retroactive effect, debarring any who may have heretofore purchased memberships in the expectation of enjoying all the privileges incident thereto, it is a victory for those who believe in a square deal. A large number of shippers located at various points in the Northwest are now members of this Exchange and the new rule does not deprive them of any of their rights.

The unprecedented activity in the sample grain trade for this season of the year, which was noticeable throughout February, has continued on into March, and local houses are doing a very satisfactory business. Thus far it has been almost entirely in coarse grains, but recent advices indicate more liberal deliveries of

wheat by farmers at some of the principal stations in the northwest and it is believed that this will force some of the eltr. men to ship out the accumulations of sound, dry milling wheat which they are reported to have been holding for two or three months past. While prices here have suffered a decline, in sympathy with futures, they still maintain a good position compared with other markets.

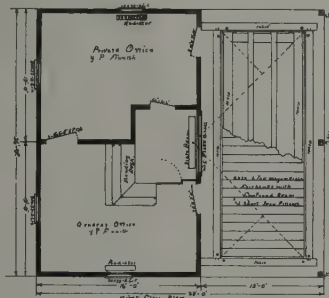
Milwaukee has at last outgrown the swaddling clothes sewn upon it by two railroad companies who had hoped to prevent it from ever becoming anything more than an infant in the matter of control over transportation facilities. This miracle was performed by an act of the Common Council granting a franchise to the Milwaukee Southern Ry., which for two years past has persistently sought an entrance to the city. Construction work on the road has already been begun at points south of here and a line will soon be in operation from Milwaukee to DeKalb, Ill., where it will connect with the Illinois, Iowa & Minnesota Railway, and thereby with the outer belt line of Chicago. Several trunk lines are said to

## A Model Grain Office.

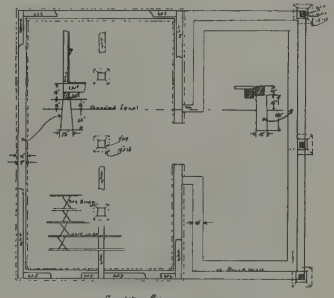
If it is profitable to have the elevator so arranged as to economize space, power, time and labor, why shouldn't it be of some advantage to have a light, roomy and well arranged office in which to transact the business? Any place which is neat, clean and provided with modern conveniences for doing business has a business air and attracts business.

The average grain office consists of 10x12 room in the center, a large stove, and in one corner a cheap desk piled high with old papers, market reports and letters. Perhaps the scale beam is on one side of the room while the scale itself is in a swamp. A few broken down chairs held together by old bale ties and a box filled with sawdust comprise the rest of the furniture.

Compare such an office with the one shown in the engravings herewith. This office is simple in construction, with dormer roofs which add beauty to the general appearance of the building and attractiveness to the business. It is 26x28 feet. The bookkeeper's office, where the record books and so forth are kept, is placed



Interior and Foundation Plans of Modern Grain Office.



have made arrangements to run trains directly to this city over the new road, and among the first to come in will be the Wabash.—C. T.

A muskrat was killed on the third floor of the Wabash railway elevator at Peru, Ind., after having made its way from the river three-quarters of a mile thru a sewer to the building.

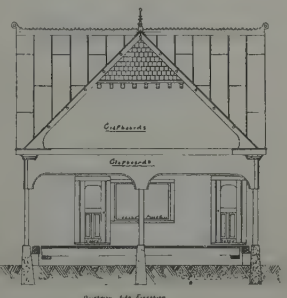
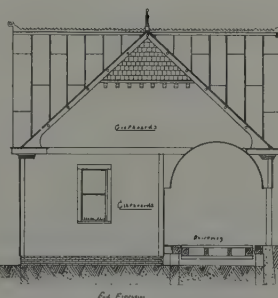
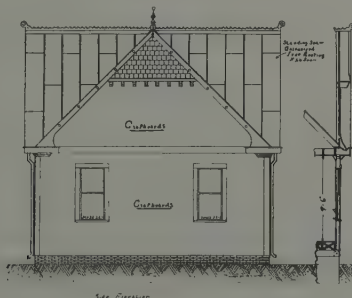
A patent still spirit made largely of maize must not be sold as Irish or Scotch whisky, is the decision of a London court after a hearing lasting several weeks. Experts representing most of the great distilleries practically agreed that true Irish and Scotch whiskies are made only in a pot still, from malted barley. Senator Tillman, who was head barkeeper for South Carolina at the time that state was running the liquor business, will tell the experts that corn juice is better than either.

at the middle of one side of the building and contains the scale beam. Thru the front of it runs the driveway, in which is placed the wagon scale.

The general office is entered from the driveway and contains a large standing desk in front of the bookkeeper's office, which is found to be very convenient.

The owner's private office is located on the other side and has three entrances, one from the general office, one from the bookkeeper's office and one from the driveway. A private office like this is a great convenience, as it gives the owner a place to take his customers for a private talk.

The entire office is heated by steam supplied from the boiler which operates the elevator. This is a cheap way of heating when steam power is used. By excavating and putting a small room under the center of the building, plenty of hot air can be cheaply supplied by a small wood or coal stove.



Exterior Views of a Modern Grain Office.

## Patents Granted

Bag Tying Machine. No. 813,832. Peter Rudd, Chicago, Ill.

Explosive Engine. No. 813,746. Henry K. Schank, Cleveland, O.

Sparking Device. No. 813,104. Harry A. Miller, Los Angeles, Cal.

Hydrocarbon Motor. No. 812,860. Abbot A. Low, Horseshoe, N. Y.

Valve Controlling Mechanism for Explosive Engines. No. 813,043. David F. Graham and Frank A. Fox, Stamford, Conn., assignors to the Eisenmuth Horseless Vehicle Co., Middletown, Conn.

Pneumatic Grain Elevator. No. 813,073 (see cut). Wm. C. Allen, Gurley, Ala. The apparatus comprises a vacuum chamber, feed tubing connected therewith, a rotary fan, a discharge tube beneath the fan, and a flexible baffle plate adjustably mounted in the upper end of the vacuum chamber.

Door for Grain Cars. No. 813,631 (see cut). Victor Elmquist, Chicago, Ill. The door is suspended from a pintle bolt, the ends of which are journaled in bearing

the material to which they adhere, are then removed. A full description of this process will appear Mar. 25 elsewhere in the Journal.

Process for Removing Rough and Irregular Foreign Seed from Clover and other Smooth Seeds. No. 813,404 (see cut). David S. Cook, Basil, O., assignor of one-third to Joseph W. McCord and one-third to Wm. S. Cook, Columbus, O. The cavities of the foreign seeds are filled with a magnetic metal and the seeds then separated by electro-magnets. A full description of the interesting process will be found elsewhere in the Journal.

### Mexico Must Import Wheat.

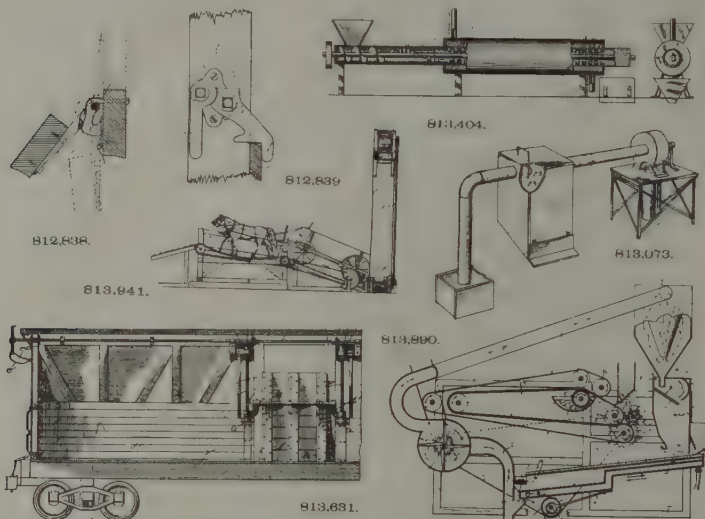
Consul Le Roy of Durango, Mexico, reports that it will soon become necessary to import wheat, since the amount in sight, it is said, will not run the flour mills of the country more than about two months. There appears to be a combination, or if not that, at least a tacit selling-price understanding between the principal operators in wheat and flour in Mexico. Local "trusts" of flour-mill operators are known to exist, and they exercise a deleterious influence both on the price and the quality of flour. There is little good Mexican flour in the market, judged by American standards, something one does not wonder at when he sees the kind of grain that most frequently goes into the hoppers.

On December 26 President Diaz extended the reduced rate of duty on wheat importations up to and including June 30, 1906, when there will have come into the market the next Mexican wheat crop, which, by the way, is forecasted to be the largest on record. The Mexico City dealers and flour-mill operators have explained the light importations of American wheat to date by declaring that American exporters had put up their price in order to reap the benefit of the Mexican freight reduction; but, inasmuch as Mexican importers can buy in an open market in the United States, this would seem to be merely an excuse for the continuance of high prices for flour.

American wheat is much cleaner and fuller in flour content than the Mexican yet put upon the market, even of the best grade, while the ordinary and poorer grades of Mexican wheat are of an almost unmarketable sort—judged by the American standard—from the failure to clean the grain well, the fact that it often gets musty or moldy from lack of good storage facilities, and that rodents are permitted to run through it.

Despite the greater acreage of wheat in the north and the unquestionably greater production of this crop there during the past two or three years, including this last season, it is asserted that there is a shortage of wheat in the country at present, owing to the partial failure of the crop in some of those districts in the central and southern part of Mexico which have hitherto been almost the entire source of the supply. It is quite probable that the shortage is due rather to increased consumption than to crop failure.

If the growing crop looks good in April farmers will dispose of part of their surplus. Some will carry a little over, but they will hardly listen to talk of dollar wheat this season. It is not on the map. Foreigners are dictating the price. Two-thirds of the crop year have passed. Prospect for the next crop is rapidly becoming the important factor.—C. A. King & Co.



Gas Engine Sparker. No. 813,926. Andrew P. Tallmadge, Washington, D. C.

Internal Combustion Engine. No. 813,250. Clarence M. Steele, Statesville, N. C.

Explosive Engine Starting Mechanism. No. 813,068. Henry J. Wiegand, Milwaukee, Wis.

Automatic Cut Off for Explosive Engines. No. 813,316. Max Munzel, Brunswick, Germany.

Cylinder for Internal Combustion Motors and the Like. No. 813,536. Max Thier, Erfurt, Germany.

Engine Driven Blower for Explosion Engines. No. 813,204. Lee A. Frayer and Wm. J. Miller, Columbus, O.

Sparking Igniter for Explosive Engines. No. 813,081. Geo. Cormack, Jr., and Frederick C. Zumdtahl, Rockford, Ill.

Explosive Engine. No. 813,736. Gordon Pendleton, Groton, Conn., assignor to Thames Motor Co., New London, Conn.

Valve Gear for Explosion Engines. No. 813,116. Hans Richter, Nuremberg, Germany, assignor to Vereinigte Maschinenfabrik, Nuremberg.

Incandescent Igniter for Internal Combustion Engines. No. 813,456. John W. Seal, London, Eng., assignor of 2/3 to John Bernard Langford, Chiswick, Eng.

Method of Separating Buckhorn and Plantain Seed from Clover and Alfalfa Seed. No. 813,495. Samuel P. Glunt, Union City, Ind. The process is described elsewhere in the Journal.

bosses raised by two revolving vertical screws. The superimposed auxiliary door is pivotally connected to the pintle bolt and has a swinging movement.

Grain Door for Cars. No. 812,838 (see cut). John Feucht, Brainerd, Minn. A hinge member is secured to the door section in such manner as to support the latter in an outwardly inclined position. The hinge member has a bearing shoulder, and a vertical seat, two of the shoulders being held in engagement by a tie bar.

Grain Door Lock. No. 812,839 (see cut). John Feucht, Brainerd, Minn. The lock comprises a pivoted dog and lever, the dog having a stub arm formed between concave cylindrical cam seats, and the lever having an eccentric cam engageable with the stub and fitting in the seats to lock the dog in either of two positions.

Elevator. No. 813,941 (see cut). Daniel Blackstone, Shelbyville, Ill. The team drawing the wagon is driven up an incline upon a treadmill and after the grain is discharged out of the endgate furnishes the power to run the elevator. After the wagon is driven into position a horizontal conveyor is dropped behind it to receive and deliver the grain to the boot of the elevator.

Clover Seed Recleaning Process. No. 813,890 (see cut). Shirl Herr, Lebanon, Ind. The seeds are moistened and brot into contact with comminuted material to which the undesirable seeds adhere, but which material will not adhere to the good seeds. The undesirable seeds, with



## Supply Trade

The Leavitt Mfg. Co., of Urbana, Ill., has recently engaged in the manufacture of gasoline engines.

An advertisement is a window thru which all the world may look into your shop and see just what you wish it to see—no more, no less.

Might as well try to move an Atlantic steamer by spasmodic little jerks with a fish-line as to attempt to move the public mind by sudden little spurts of advertising.

The Western Millers Mutual Fire Insurance Co., of Kansas City, which has been operating under the town-mutual law, will incorporate under the regular mutual laws of Missouri.

P. H. Pelkey, elevator builder of Wichita, Kan., writes that he has considerable work on hand and that the outlook for new elevators in his territory is better than it has been in previous years.

The Fairbanks Co., of New York, N. Y., has registered the words "The Fairbanks Improved Gas & Gasoline Engines," with the representation of a wheel, as a trademark for gas and gasoline engines.

Our patent system was devised to insure inventors a just compensation for their labor and not to assist them in collecting royalties for the use of their devices years after they have discarded them.

Claude D. Stephens has succeeded Stephens & Tyler, consulting and contracting engineers, Chicago, retaining the old offices in the Monadnock block. Mr. Tyler will engage in the stock brokerage business.

J. W. Boggess of Mason City, Ia., for many years engaged in building elevators thruout the west was last seen in Omaha, Nebr., Jan. 11. Friends fear that his financial reverses deranged his mind or that he met with foul play.

G. T. Honstain of Minneapolis, Minn., has been awarded the contract to build ten grain elevators of 60,000 bus. capacity in South Dakota for the Eagle Roller Mill Co. of New Ulm, Minn. The houses will be equipped with Gerber Distributing Spouts.

In the patent infringement suit brot by the Hart Grain Weigher Co. against the Ben Steele Weigher Co., of Peoria, Ill., Judge Wright of the U. S. Circuit Court recently gave defendant 30 days in which to file an answer to the complaint, its demurrer being overruled.

The Bowlus Automatic Scale Co., of Springfield, O., has been reorganized and renamed The American Grain Meter Co., the latter because the name Automatic Scale no longer conveyed a correct idea of its improved weighing device, which is distinctively a meter and not a scale, measuring, however, by weight not volume.

A Sweetwater, Tenn., firm has had some trouble with the Indiana Scale & Truck Co., which has an office at Toledo. They wish to know about them. They are not desirable people to do business with. When in doubt consult Dun or Bradstreet. In this case their absence of rating would have suggested the importance of secur-

ing more information before doing business.—C. A. King & Co.

The Steel Storage & Elevator Construction Co., of Buffalo, N. Y., is sending its friends a map of the world, 12x19 inches, showing the steamship routes and the distances between ports. Below the map is a table giving distances between over 70 important centers in the United States. A copy of the map will be sent free of charge to readers of the Grain Dealers Journal on application to the company.

Skyscraper construction would be impossible without the pneumatic hammer which enables the workmen to rivet together the great steel beams and erect the skeleton of a 24 story building in an astonishingly short time. It took hundreds of years to build the pyramids and the medieval cathedrals and palaces. It takes but three or four months to build a modern skyscraper.

Advertising mediums like the Grain Dealers Journal are the pneumatic hammers of business-building.

The capital stock of the Olds Gas Power Co., which has succeeded the Olds Gasoline Engine Works, of Lansing, Mich., and the American Suction Gas Producer Co., will be \$612,000, of which the capital stock of the gasoline engine company forms \$500,000. The largest interests in both companies have been held by the same persons, the Olds Engine Works having been established many years ago, while the Gas Producer Co. was formed a few years ago to take up this modern development of the gas engine industry.

The production of Norway and white pine in the three states of Michigan, Wisconsin and Minnesota during 1905 is stated by the American Lumberman to have been 3,628,000,000 ft., a decrease of 500,935,000 ft. from 1904. The largest production in any year was in 1890, 8,597,623,000 ft. Hemlock and hardwoods have about reached their maximum of production. The output of hemlock lumber in Wisconsin and Michigan in 1905 was 1,195,073,000 ft.; compared with 1,291,169,000 ft. in 1904.

It is optional with a publisher to print more than enough copies to supply actual subscribers. Copies printed in excess of the number required to supply actual subscribers may, up to an equal number, be mailed at the pound rate as sample copies to persons who are not subscribers for the purpose of getting them to subscribe or to advertise in the publication, provided each copy is plainly marked "sample copy" on the exposed face of the publication or on its wrapper.—Daily Bulletin of Orders Affecting Postal Service.

"This 'Dry Process' on musty and smutty wheat is no new thing—in principle at least. It's a lime process, that's what it is, or I miss my guess. They used lime when I was a boy, and it did the business beautifully. The trouble was they couldn't do anything with the scourings—the lime spoiled it for feed. But now I understand they have some way of working the stuff up into a fertilizer so they can sell it at a profit. If that's the case I believe the process will be a winner, for it certainly does sweeten up the wheat in great shape. It's a good thing for the grain-cleaner people, too, because it calls for extra scourers to scour the lime out of the wheat."—Roller Mill.

The pure food bill has passed the senate after 15 years of consideration.

The Corn Products Co. will hold its annual meeting Mar. 27 at Jersey City.



### The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

### SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

### "THE KNICKERBOCKER" CYCLONE!

Gives Your Cleaners **FREEDOM**



Pat. Aug. 29, 1905.

**GRAIN MUST HAVE AIR**

**THE KNICKERBOCKER CO.**  
511 Liberty Street, JACKSON, MICH.

#### Very Low Rates Southwest.

February 20 and March 6 and 20 the Wabash will sell homeseekers' tickets from Chicago to points in Arkansas, Texas, Oklahoma, Indian Territory and the South at less than half rate for the round trip. Write for maps, time-cards and full details. F. H. Tristram, A. G. P. A., 97 Adams St., Chicago.

Chicago to the City of Mexico Without Change of Cars via the Wabash.

Commencing Feb. 12, the Wabash will run through sleepers from Chicago to the City of Mexico, in connection with the Iron Mountain Route, leaving Chicago at 8:17 p. m. Mondays and Thursdays. Write for illustrated booklets, time-cards, maps and full details. F. H. Tristram, A. G. P. A., 97 Adams St., Chicago.

## Seeds

Elevator men are short of clover seed and farmers are paying from \$8 to \$9 a bushel.—Logansport, Ind., *Journal*.

The Crenshaw Bros. Seed Co. has been incorporated at Tampa, Fla., with \$50,000 capital stock, to continue an established business.

Alfalfa requires extended dry weather to make seed. As soon as rain comes the new growth of alfalfa starts and the seed does not ripen.

The enforcement of the pure food law, judging from the reports of the state food inspectors on raspberry jam and strawberry jam, will cripple the growers of clover seed and millet seed.

Manglesdorf Bros.' Co., of Atchison, Kan., received a carload of alfalfa seed Feb. 8 imported from Paris, France. The shipment amounted to 60,000 pounds and the charges were nearly \$1,000.

Seed grain day is an attractive addition to school life in the country that is being promoted by Herbert Myrick of Chicago. South of the Ohio River seed grain day will be observed Apr. 4 and north of that river on Apr. 11. It is hoped that seed grain day will become as popular as arbor day.

A. E. McKenzie & Co., seed dealers of Brandon, Man., have organized a stock company with \$150,000 capital, A. E. McKenzie, pres., and S. A. Bedford, mgr., to succeed the old firm and Fred Mansoff as the McKenzie Seed & Nursery Co. H. L. Patmore and W. A. McCracken also are interested.

Chicago continues doing more business than last season in clover seed. A Chicago report makes the February receipts there 5,000 bags and the shipment's 4,200 bags. Our guess is that the shipments were larger than those reported above. Toledo received 4,700 bags last month and shipped 17,400 bags.—C. A. King & Co.

London, Eng., Feb. 19.—Buying for the spring sowing has fairly set in and there is a good demand for all qualities of clovers and grasses. Prices firm, the new English reds are offering freely, but only finding buyers at reasonable prices. A fair demand for tares; prices unchanged.—John Picard & Co.

October clover seed means the new crop. Trade in it generally starts in March. Bears get their hammers out early and keep prices around a full crop basis during the early months. It was down around the lowest, 5.65, every month from March to September this season. Highest was 8.25 in October.—C. A. King & Co.

English red clovers are coming out steadily. The bulk of the seed now on offer is "weathered," unfortunate property to be left with when the demand is over. Foreign reds, such as German, Austrian and French, are doing their utmost to tempt the U. K. We are glad to see they have so far not succeeded, as we naturally would like the English crop passed on to English consumers, but the danger is daily getting greater. Fortunately the Chilean crop is practically absorbed, thanks, principally, to America.—*London Corn Circular*.

London, Eng., Feb. 20.—The supply of English red clover seed offering continues so far as quantities are concerned to be fairly good, but the qualities do not improve; good clean parcels seem to be

scarce, and unless these qualities offer more freely within the next few weeks they will certainly come higher in price than they do to-day; the lower grades are neglected, and no doubt will be bought on easier terms later on. There is no change to report in the value of foreign seed; some few parcels of Russian are to be had worth the money, and Chileans, especially low class, are still being bought by U. S.—W. H. & H. Le May.

March shipments of clover seed are always the largest of the season. They were 36,000 bags last year; 29,600 two years ago and 40,300 three years ago. They average about 35,000 past three years. Will there be an average this season? Stock at Toledo is about 30,000 bags. It would leave the March receipts to offset the April decrease in stocks, which was 8,000 last year and 11,000 bags each two and three years ago. There is a new feature in the amount of clover seed which will be imported from Europe. It will affect the Eastern demand some. A little was imported last April.—C. A. King & Co.

Free distribution of seeds by congressmen will end. The house committee on agriculture on Feb. 28 by a vote of 8 to 7 struck out the appropriation of \$250,000 made annually for the seed distribution. The subcommittee had reported in favor of the appropriation, but Representative Cocks of Oyster Bay moved to strike it out, and to the surprise of everyone the item was struck out. Representative Tawney, chairman of the committee on appropriations, who is making a record for economy, will aid in keeping the seed graft out of the bill. Those congressmen who wish to remember their constituents with a few seed packets at public expense hope that the senate will protect their petty perquisite.

It has been shown experimentally that ripe clover seed which was carefully rubbed from the head by hand in such a way that no sand or other cutting substance came in contact with the seed, would show a most astonishing percentage of "hard" seeds, which were viable but would not germinate owing to an inability to absorb enough moisture, the per cent of hard seed being from 80 to 90 per cent more. Indeed, if the different kinds of clover seed could be thrashed without in any way damaging the skin, they would have but little value for planting. It is the rubbing against the spikes of the thrashing machine that gives to clover seed most of its value for farming purposes.—*Swedish Bulletin*.

The high point reached a while ago was \$8.77½ for March clover seed at Toledo and the longs who were satisfied to sell about 25 cents this side of \$9.00 can now congratulate themselves, although, of course, no one knows but what it may go there again. Some outside dealers got scared at the talk of foreigners shipping in old prime and sold out at around \$8.40 to \$8.50. There is no doubt but what the amount of seed back in the country is smaller than usual, and if one can tell what the demand is going to be and what holders will do they will be able to forecast the market. This break may put a stop to foreign offerings, and it won't be long now before it will be impossible for them to offer any seed and get it here in time.—J. F. Zahm & Co.

A Detroit, Mich., seed house writes as follows regarding dodder in Chilean clover seed: There is a large amount of Chilean seed afloat to this country that contains a large percentage of a very objectionable tare called "Kleeside" or "Dodder." Germany has a law against selling clover seed containing this objectionable seed. The plant is a parasite, a little vine that takes its substance from the clover, strangling the clover vine. The seed itself is a small round seed of a grayish brown color, a little smaller than the clover seed, and if this seed is generally distributed in this country it will almost ruin our export trade. If this seed is sowed at all it should be thoroughly cleaned and the screenings burned. We want to add that we have refused to buy any of this Chilean seed at any price, although we have had some very low offers.

### Advertising by Country Buyers.

Country grain buyers who follow up their advertising persistently and systematically find it pays well. One of the most effective advertisers among the grain buyers of Illinois is F. N. Rood of La Rose. In Michigan where the elevator operators handle several different lines of trade the need of advertising is more pronounced. Thru the courtesy of the Retail Coalman we present herewith an illustration used by an enterprising Michigan firm to decorate a mailing card which it sent to possible customers. The illustration was labeled "A Cool Bunch," but inasmuch as the firm handled beans, potatoes, seed, wool, hay, coal and wood as well as grain it is easy to believe they were kept pretty warm even the cool. The firm is none other than James D. Cool & Sons of Freeport, Mich.



James D. Cool & Sons and Their Plant at Freeport, Mich.



## Contract Can Be Amended Only by Mutual Consent.

The Arbitration Committee of the Kansas Grain Dealers Ass'n has rendered the following decision in the case of Kelly Bros. & Co., Corwin, Kans., vs. Doggett Grain Co., McKinney, Texas.

This controversy arises from the purchase, by defendant, and sale, by plaintiff, of two cars of wheat at 75½c per bushel, f. o. b. point of origin.

In the exchange of messages, from which this contract resulted, nothing was specified, referred to, nor even intimated regarding any peculiar manner of making drafts against the shipment.

Plaintiff wired defendant: "Offering two cars Accursed Hazelton Culture (76) Tread car loaded."

Defendant replied: "Skeptic Fort Worth, Texas, Affording Hazelton Accursed Culminate (75½) Tread quick Prodigy."

Plaintiff answered: "Book sale Affording Accursed Supercede Hazelton Spaniel."

The exchange of the foregoing telegrams makes a complete contract; and thereafter, neither party had any right to insist upon any other than the ordinary methods of doing business, except by subsequent mutual consent. When defendant wired plaintiff to ship immediately to Fort Worth, two cars of No. 2 hard wheat, from Hazelton, Kan., at 75½c, f. o. b., he specifically stated and stipulated the time of shipment, point of destination, quantity, quality, kind and price, all of which was in plaintiff's power either to accept or reject, and any peculiarity in regard to making drafts against these shipments, in order to have been binding, must have been specified at the time of and together with the other conditions enumerated, and no change in, addition to, nor deduction from the original contract could thereafter be made without mutual agreement.

In confirming this contract subsequently, by mail, the defendant alleges that he enclosed a printed notice instructing that "all drafts on us must be sent to the Collins County National Bank, of McKinney, Tex., with specified instructions to hold for arrival of cars. These instructions must be complied with and form a part of contract of purchase." This notice, the plaintiff claims, was not enclosed with buyer's confirmation.

Be that as it may, it was not a part of the contract, because it was not embodied therein; indeed, its existence was unknown to one party to this contract (the plaintiff) until after the contract had been completed, hence he could not be bound thereby except by subsequent agreement. Furthermore plaintiff's first telegram plainly states that one car was loaded, and evidence shows that this car was billed out and invoiced the day the contract was made, which of necessity would be prior to the receipt by him of any printed instructions or requests of defendant.

Inasmuch, therefore, as plaintiff billed the grain per defendant's instructions, it was the plaintiff's privilege, in the absence of any original provision to the contrary, to make draft in the usual manner, i. e., by drawing upon defendant and making draft payable on demand, with bill of lading attached; and it was the duty of defendant to pay such draft on presentation. Local conditions, or an alleged custom in some one locality, cannot be held to govern in contracts between parties in that locality and the world at large, except by specified mutual consent, and it is a rule of law as well as an established cus-

tom of the trade, that where a seller makes a delivery of all, or even a portion of the goods contracted, the buyer must accept and pay for same, either according to the contract, or the general (not local) customs of the trade, and that failing to so accept and pay for such goods or articles immediately releases the seller from holding the property subject to any subsequent orders of the buyer, entitles him to immediately dispose of same to best advantage, forfeits all right of the buyer either to insist upon delivery of the property or to recover damages for non-delivery, and makes the buyer liable for any loss or damage incurred by seller on that account, and it has been so held in numerous instances by the Supreme Courts of various states.

Evidence shows that plaintiff immediately resold this wheat, one car at 1½, the other at 2c per bushel loss. Therefore this committee awards the plaintiff: 2c per bushel on car No. 27220, \$25.74; 1½c per bushel on car No. 17390, \$12.07; protest fees on draft refused by buyer, \$4.50; exchange, shipment sold f. o. b., \$2.25; total, \$44.56; and assesses the cost in the case, amounting to \$5.00, against the defendant.

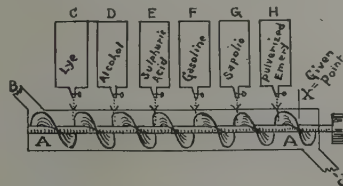
Witness our hands this 21st day of February, 1906.

A. H. Bennett,  
Perry N. Allin,  
L. Noel,  
Arbitration Comite.

## Strenuous Wheat Cleaning.

The use of electricity, lime and chemicals in the bleaching of flour and purifying smutty wheat is so successful that millers seem to be turning their thoughts to the employment of these more powerful agencies in the cleaning of wheat, as illustrated in the engraving herewith, taken from the *Northwestern Miller*.

"In the drawing, the wheat enters the conveyor (A) at the spout (B). Over



A Strenuous Wheat Cleaning Process.

the conveyor are tanks (C, D, E, F, G and H) containing cleaning materials as shown in the diagram. These are introduced into the spout through drip cocks and fall quietly but effectively on the wheat as it passes by. The speed of the conveyor should be regulated so that the wheat takes one minute to pass the given point (X). Any practical operator can see at a glance that the wheat, if any of it is left, must be absolutely clean when it is discharged at the spout (J).

"Should any smut, rust, worms, or mud be left sticking to the wheat after passing through this device, it may readily be removed by knocking it off the berry with a hatchet or a wet elm club. Hit the berry rudely on the germ end, at the same time uttering the word Skidoo."

The air over a single square mile of the earth's surface contains enuf nitrogen to afford plant food for over 60 years of the world's consumption, says Sir William Ramsey. A plant is being erected in Norway for the manufacture of nitrate of calcium from the air for direct use as manure.

## SECURITY ENVELOPE CO.'S

Metal Clasp Flour and Grain Envelopes.

BEST ON THE MARKET.

More of this style used than all others combined.

Write us for prices.

MINNEAPOLIS, MINN.

## Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

### PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

## Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.

R. G. Stuhr, Superintendent of Construction, Keokuk, Iowa.

## The Stuhr Grain Purifier Constructing Company

(Not Incorporated)

### We are Contractors and Builders of Grain Purifying Plants

are authorized selling agents for the right to use the only PROCESS TOWER ever patented or placed on the market. Process patents as advertised up-to-date are all infringements, for the reason that the original CAZALET Patent, No. 592,691, contains all the essential points of the so-called process patents as advertised by others. NO process application can be made successfully without a PROCESS TOWER. These are absolute facts and we invite investigation. The CAZALET PATENT is now owned entirely by the American Grain Purifier Constructing Co., a South Dakota corporation, of which D. H. Stuhr is Sec'y, Ass't-Treas. and Manager. All official corporate documents of every description of this Corporation with reference to the transfer of the CAZALET Patent and otherwise, are open for PERSONAL inspection in Stuhr's office, Davenport, Iowa, by special request. We have had practical experience in operating Grain Elevators and Grain Purifying Plants and guarantee satisfactory Process results or NO PAY. "Can we serve you?" Write to

**D. H. STUHR, Manager**  
Davenport, Iowa

## Supreme Court Decisions

A statement in a B/L that the goods were received in apparent good order is prima facie evidence thereof.—*Foley v. Lchigh Valley R. Co.* Supreme Court of New York. 96 N. Y. Supp. 182.

After an award is made and published, neither party can revoke the submission without the consent of the other.—*Levy v. Scottish Union & National Ins. Co.* Supreme Court of Appeals of West Virginia. 52 South. 449.

Where a vendee of a shipment of corn resold it, and there was a shortage, the vendee might recover of his vendor without first having reimbursed his vendee for the shortage.—*Denton Bros. v. Gill & Fisher.* Court of Appeals of Maryland. 62 Atl. 627.

Where the parties to an arbitration have had a full and fair hearing, the award of the arbitrators will be expounded favorably, and every reasonable intentment will be made in its support.—*Roberts Bros. v. Consumers Can Co.* Court of Appeals of Maryland. 62 Atl. 585.

Where a factor reships goods to another market, he will be liable to the principal for the difference between the market price of the goods at the place where they should have been sold and the price received.—*Weidner v. Olivit.* Supreme Court of New York. 96 N. Y. Supp. 37.

A common carrier is an insurer of the goods it undertakes to carry for hire, and is bound to deliver the same safely, and from this duty it can only be exonerated by the act of God or of a public enemy.—*Chesapeake & O. Ry. Co. v. Beasley, Couch & Co.* Supreme Court of Appeals of Virginia. 52 S. E. 566.

A carrier does not necessarily relieve itself from all liability by giving the consignee timely notice of the arrival of the goods, although the latter fails to remove them within a reasonable time; and it will still be liable if, after it has fully discharged its duty as carrier, it negligently suffers the goods to be damaged or injured.—*Becker v. Pennsylvania R. Co.* Supreme Court of New York. 96 N. Y. Supp. 1.

A witness competent to give his opinion as to market value may not state the contents of a telegram from a dealer purporting to give information on the subject of market value, or the value published by trade journals in their market reports; this being hearsay.—*Fountain v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 90 S. W. 393.

A contract by an inventor, who has sold inventions, to disclose and assign to the purchaser any future inventions made by him for improvements thereon, is not contrary to public policy, but is valid and enforceable, if based on a valuable consideration.—*Reece Folding Machine Co. v. Fenwick.* Circuit Court of Appeals, First Circuit. 140 Fed. 287.

The principle that a charterer who accepts a vessel which is in a defective condition cannot complain of injury to the cargo caused by such defects is applicable only where the vessel was examined and accepted with knowledge of her condition; otherwise, he has a right to rely on the implied warranty of seaworthiness.—*The Presque Isle.* District Court, W. D. New York. 140 Fed. 202.

In an action against a railroad for destroying property by negligently emitting sparks from an engine, evidence of what the engine was doing a little before or about the time the fire was discovered at and near the place of the fire was admissible on the question as to whether the fire was caused by a spark from the engine.—*Alabama Great Southern R. Co. v. Clark.* Supreme Court of Alabama. 39 South. 816.

Where a shipper was given a through rate from the point of shipment to destination and had no knowledge of any illegality in such rate, the final carrier was not entitled to demand of him a rate equal in amount to the sum of the rates from the place of departure to an intermediate point and from that point to destination.—*Southern Kansas Ry. of Texas v. J. W. Burgess Co.* Court of Civil Appeals of Texas. 90 S. W. 189.

Where a sale of goods was by sample, and they were delivered by direction of the purchaser to a mill to be subjected to a certain process, and the purchaser did not discover that there was a variance between the sample and the goods until they had been returned to him from the mill, he was entitled to maintain an action for damages for the breach of warranty.—*Hamilton v. Pelonsky.* Supreme Court of New York. 96 N. Y. Supp. 216.

The special lien of a landlord for money or supplies furnished in making a crop exists, and can be foreclosed as a lien, only on the crops of the year in which the advances are made. A balance of indebtedness for a prior year cannot be included in a foreclosure of such a lien, even by agreement of the parties at the beginning of the year that such balance shall be included with the advances of that year.—*Parks v. Simpson.* Supreme Court of Georgia. 52 S. E. 616.

Under the statute creating the North Carolina Corporation Commission and investing it with power to require depot accommodations commensurate with the business and revenue of railroads, the corporation commission has authority to require a railroad company to install track scales at points where the business is of sufficient volume to justify it.—*North Carolina Corporation Commission v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 51 S. E. 793.

Pen. Code, § 321, prohibiting combinations for the purpose of fixing the price or regulating the production of any article of commerce, etc., is, by reason of section 325, exempting from its provisions persons engaged in horticulture or agriculture, repugnant to the fourteenth amendment to the federal Constitution, because denying the equal protection of the laws, unless section 325 can be eliminated and leave section 321 in operation.—*State v. Cudahy Packing Co.* Supreme Court of Montana. 82 Pac. 833.

Through the agreement of the local agent of a carrier with a shipper, who applies for cars in which to make a shipment, to furnish him cars on a certain day, constitutes a contract, liability on which for damages for delay in shipment accrues on the failure to furnish them at such time, the cause of action may be released by a subsequent contract for the shipment, which for a consideration provides for such release.—*Fountain v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 90 S. W. 393.

Where goods in transit over connecting lines are discharged by the first company at a station in charge of the joint agent of the first and second companies, the pre-

sumption that the damage there occurring was after delivery to the second carrier cannot be overcome by proving a prevailing custom that the goods were not considered as delivered to the second carrier till a record showing the delivery was made by the joint agent on the books.—*Kansas City S. Ry. Co. v. Embrey.* Supreme Court of Arkansas. 90 S. W. 15.

Where a carrier recognized the transfer of title to goods in its possession by the consignee, without asking for the production and surrender of the B-L, and agreed to deliver, and did deliver, the property to the buyer after an unreasonable delay, it was no defense to the buyer's right to recover for such delay that it could not require defendant to carry out its contract for failure to show an assignment of the B-L.—*Russell Grain Co. v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 89 S. W. 908.

Where, by the terms of the lease, rent is reserved in a share of the crops, the landlord and tenant are tenants in common of the growing crops, and in such case a purchaser of the real estate from the landlord during the term of the lease, in the absence of an agreement to the contrary, is not entitled to a portion of the crop belonging to the landlord which had been severed from the realty prior to the time he acquired title to the land upon which the crop was grown.—*Wendt v. Stewart.* Supreme Court of Nebraska. 105 N. W. 550.

Upon a sale by sample there is an express warranty that the goods are equal in quality to the sample furnished. It amounts to an undertaking on the part of the seller with the purchaser that all the goods are similar both in nature and quality to those exhibited. It is sometimes said that the warranty is implied, although the effect of an express warranty is given to it; but, more accurately, it is express, the affirmation being made by the sample itself, silently asserting the qualities of the bulk it represents. . . . If upon delivery the goods fall below the quality of the sample, the buyer may either reject them, or may accept and sue for damages upon the warranty. The rule is the same whether the goods are in existence at the time of the sale or are to be manufactured. . . . If the goods, when delivered, do not equal the sample, the buyer need not return them in order to sue for the breach of warranty, although an offer to return is necessary if he wishes to rescind the sale and sue for the amount paid in advance of delivery.—*Henry & Co. v. Talcott.* Court of Appeals, New York. 175 N. Y. 385; 67 N. E. 617.

The defendant by warranting 30 quarters of seed barley to be then chevalier seed barley, sold the same to the plaintiffs at and for \$1 28. 6d, per quarter which the plaintiffs paid him. The plaintiffs were corn factors and purchased the seed barley for the purpose of reselling it in the way of their trade. The seed barley delivered was not chevalier seed barley. Without any knowledge of the breach of the warranty, and believing the seed to be chevalier seed barley, the plaintiffs sold to several subvendees the same seed barley delivered to them by the defendant, and sold it under a like warranty given by the defendant to the plaintiffs. The subvendees sowed the seed and the seed, not being chevalier seed barley as it had been warranted to be, produced inferior crops, whereby the subvendees were damaged and injured. The plaintiffs then became liable to compensate and make good to the subvendees, respectively, the damages by



them so sustained and incurred. The plaintiffs, the original vendees, thereupon sued the vendor to recover the amount for which they were liable, but had not yet paid to the subvendees. Judgment went by default, and the damages were assessed under a writ of inquiry before the deputy sheriff of Essex. A verdict was directed for £261 7s. 6d. reserving leave for the defendant to move to reduce the verdict to £15. Upon motion to reduce the verdict, heard by the Court of Queen's Bench, it was contended that the verdict should be reduced because the jury were misdirected; and it was argued by Bovill that there ought not to have been any allowance for the damages in respect to the plaintiffs having agreed to make compensation to their subvendees because the amount of the compensation to be paid by the plaintiffs to their vendees had not been ascertained and was not definite. Lord Campbell, C. J., after remarking that, if the plaintiffs had paid the subvendees the amount of the damages claimed by them, there would have been no doubt as to the right of the plaintiffs to recover from the defendant the sums thus paid to the subvendees, observed: But then it is contended, secondly, that, even if the damages could be recovered in the event of the actual payment, they cannot be recovered upon a mere liability. I think we cannot lay down a rule that the mere liability cannot be the foundation of damages; if it can, the amount may be estimated by a jury. The demand is made, and is a just one; and though it is not yet satisfied, yet the jury may find to what extent the plaintiffs are damaged by their having become liable to it.—*Randall and Another v. Raper, Ellis, Black & Ellis.* 84.

## Contradictory Evidence of Verbal Contract Ignored.

In the case of Hoffman Elv. Co. vs. Robb-Bort Gr. Co., the Arbitration Comitee of the Kansas Grain Dealers Ass'n rendered the following decision: This case involves the purchase and sale of 5,000 bushels of wheat. The evidence offered tends to show the defendant's card bid was accepted by plaintiff to the amount of 5,000 bushels, and that while this card bid did not specify that parties accepting should hold for billing instruction, but that parties sending the bid reserved the right to specify the terms.

It also appears that his acceptance did not reach the bidder within the time limit prescribed, and as a consequence, it was confirmed immediately by telephone conversation, in which the buyer claims to have given positive instructions as to routing, which statement is as positively denied by the seller. In view of this contradiction in evidence, we must depend solely upon the written portion of the contract.

Therefore, inasmuch as this contract resulted from a direct and unqualified acceptance of a specific card bid, in which positive instructions were given to "hold for billing," which in the written confirmation specified Rock Island shipment, this committee renders its decision against the plaintiff and in favor of the defendant, and assesses the costs, amounting to \$5.00, to said plaintiff.

A. H. Bennett,  
J. T. White,  
A. W. Miller,  
Committee.

Bears are looking for July corn to break to the lowest price in years.

## Peoria Meeting of Illinois Dealers.

A very interesting meeting of members of the Peoria division of the Illinois Grain Dealers Ass'n was held at Peoria, Ill., on the evening of Feb. 27. Mr. Roberts presided, and Benjamin Miles, secy., made his report.

S. W. Strong, secy. of the state ass'n, told of his work the past year, exhibiting a large map showing the many points visited by him, covering nearly the entire state. Mr. Strong announced that his canvass had been so successful that the directors had voted him an assistant, and that during the coming year every dealer in the state would be visited by him or his assistant.

The evening was spent as an experience meeting. The placing of the employees of the state grain inspection department under the civil service law was favored. The new law as applied to other departments of the government is attracting a higher grade of applicants for positions. It is thought that the political conditions in the state are ripe for the trade to work for civil service.

The big discounts on off grades taken at Cincinnati were vigorously condemned by Edwin Beggs and others.

Most of the dealers reported that the car supply had been very poor in December, and some were still suffering; nothing practically was moving. The shortage of cars was felt especially during the December corn corner at Chicago.

It was suggested that the members of the Illinois ass'n join the National, not as affiliated but as direct members.

A very close estimate of the quantity of corn and oats still to be shipped from their stations was made by those present, indicating that about 50 per cent of the corn and 40 per cent of the oats remain to be shipped, including the grain in store and that held by farmers. One dealer reported as much as 75 per cent of the corn and 65 per cent of the oats still to come forward. Another firm at 7 stations has 330,000 bus. oats on hand.

The new rules of the Chicago Board of Trade came in for liberal criticism. The dealers are willing to pay interest on advances against consignments, but not on grain to arrive. Many firms who buy for other markets have sent out letters stating that they did not charge interest on purchases, and it was said that for a while on an even bid they will get the grain. The dealers claim that when a car is sold on shipper's track and loaded in a car the making of a draft with B/L attached constitutes delivery, and when delivery is made their draft should be paid without charging interest. Secy. Strong, who has attended many meetings since the new rule was passed, said that all dealers in the state feel the same way.

Regarding the new rule doubling the commission on sales of futures the opinion was that while the trade would be limited at first, whenever it was to their interest to hedge, the dealers would never stop to consider the 1/4c. On the contrary the dealers would not be so much inclined to deal on the Board as a speculation.

In the afternoon the directors of the state ass'n held an executive session at which the employment of an assistant for Secy. Strong was authorized.

About 28 were present, and the following representatives of Chicago receivers: J. W. Radford, M. L. Vehon of Rosenbaum Bros., J. W. Young of the United Grain Co., Geo. S. Dole of J. H. Dole & Co., and Oscar White of H. Hemmelgarn & Co.

## Taylor Belting Co.

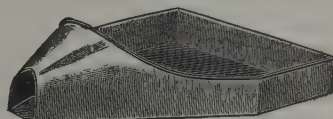
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**LEATHER BELTING**  
ELEVATOR SUPPLIES  
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## Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.  
Grain Size, 2 1/2 x 12 x 16 1/2 ins. .... \$1.25  
Seed Size, 1 1/2 x 9 x 11 ins. .... \$1.00  
Grain Dealers Co., 255 La Salle St., Chicago, Ill.

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Contemplating establishing plants  
in the West should take advantage  
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COAL FIELDS,  
IRON ORE RANGES,  
HARD AND SOFT  
LUMBER DISTRICTS,  
MINING DISTRICTS**

of the West and Northwest, and  
affords the best means of transpor-  
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## If You Want

regular country shippers to  
become familiar with your firm  
name, place your "ad" here.

## Grain Carriers

The Chicago & Alton will buy 2,200 freight cars.

Railroads are having their tariffs searched to eliminate possible violations of the strict letter of the law.

The steamer Thomas Cranage was loaded with wheat at Chicago Mar. 1, on a charter for Buffalo at 2c per bu.

Stations are planned at 15 points on the extension of the Chicago & Northwestern Ry. from Pierre to Rapid City, S. D.

The Dalzell bill incorporating the Lake Erie & Ohio River Ship Canal Co. has passed the house and will go to the senate.

The Chicago, Milwaukee & St. Paul road is said to have bot the partly completed Mankato, Glencoe, St. Cloud & Duluth road.

Work is to begin Apr. 1 on the 131 miles of the Midland Central from Spalding to Springview, Neb. E. L. Myers, Newport, Neb., is pres.

Representative Shackelford has introduced a bill requiring the Interstate Commerce Commission to publish a general freight classification.

A comprehensive scheme of improvement on the upper lakes will be presented to the Dominion Parliament by the minister of public works.

The Soo road has filed notice with the secy. of state of its intention to build branch lines giving Bismarck direct connection with Minot, N. D.

The Chicago Great Western Ry. has met the rate of the Wabash on export corn from Missouri River points to the seaboard by way of Chicago.

Discharging cargo from grain boats at Buffalo is proceeding so slowly that the opening of navigation may find some of the vessels unable to leave.

The Lake Pilots Protective Ass'n contemplates making a demand on vessel own-

ers that none but members of that union be employed as first or second mates.

Ice at the Sault is about 2 inches thinner than last year, and, if weather conditions are seasonable in the meantime, navigation should open a few days earlier.

Grain rates to the southeast will be considered at the meeting to be held in March by the Southern Freight and Southeastern Mississippi Valley Freight Ass'ns.

The Northwestern has made the 18c proportional grain rate from Omaha apply to points on its main line in Iowa, thereby getting the long haul to an Illinois point instead of the short one to Omaha.

The Oregon Railroad & Navigation Co. has agreed to reduce grain rates from non-competitive points to Portland, Ore., to absorb the differential enforced by shipowners against Portland in favor of Puget Sound.

Traffic officials of western lines are said to contemplate making a low rate on Iowa corn to the gulf, to retaliate on the eastern lines for not granting them a larger share of the rate to the seaboard thru Chicago.

Elevator charges of  $\frac{1}{8}$ c per bu. are allowed by the Wisconsin Central at Minneapolis, on corn, oats, barley and flaxseed eastbound. The Great Western has followed by making a similar allowance for elevation.

Navigation between Detroit and Cleveland opened Mar. 5 when the steamer City of Detroit left Detroit for Lake Erie ports. With one exception this is the earliest opening of navigation across Lake Erie in 26 years.

The Chicago Great Western and the western division of the Wabash roads have decided to accept the offer of the eastern lines of 9.1c per hundred pounds for the haul of export corn from the Missouri River to Chicago.

The new car service rules established by the Dominion Transportation Commission went into effect Mar. 1. Only 24 hours free time is allowed for loading grain in that part of Canada to which the Manitoba Grain Act applies.

S. Zorn and his chief clerk, who were indicted at Louisville on the charge of

violating the interstate commerce law in receiving discriminatory rates and forging expense bills, have pleaded guilty and have been fined about \$1,200.

John F. Wallace, formerly chief engineer of the Panama Canal, advocates the construction of the waterway by contract. L. W. Ferguson, who has returned after a year's work at Panama, asserts that the public money is being wasted.

The railroads have petitioned the Illinois Railroad & Warehouse Commission to revoke the present maximum switching charge of \$2 per car, for a distance not exceeding 3 miles, and substitute therefor a charge of  $\frac{1}{8}$ c per 100 lbs. Shippers better watch this.

A conference on the proposed uniform B/L was held at Chicago Mar. 7 by railroad officials and representatives of shippers ass'ns. No agreement was reached. The shippers will not surrender the right to hold the railroads responsible under their common law liability.

The initial road has a right to route freight going over two or more lines at a joint rate, under the decision rendered by the United States Supreme Court, Feb. 26, reversing the decision of the Circuit Court in the suit of the Southern Pacific and Atchison roads against the Interstate Commerce Commission.

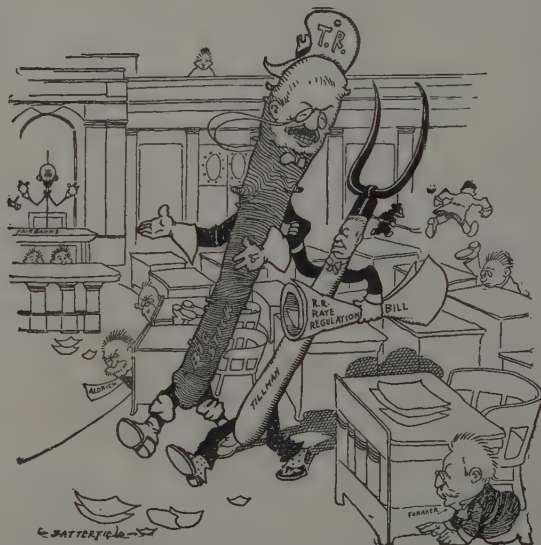
Pres. Hadley of Yale University has published a long argument against the Hepburn bill, declaring it impracticable. What do college professors know about railroad freights? The shipper who has been discriminated against until practically driven out of business can give the professor a flood of argument in favor of railway regulation.

To my mind there is no more encouraging prospect for the settlement of the rate-regulation question than the fact that high-minded men and women of this country are coming to look upon the acceptance of a transportation favor as an absolute evil. Although the pass was formerly considered a badge of distinction, men are now ashamed to accept such a favor. —Martin A. Knapp, chairman Interstate Commerce Commission.

Abolition of passes on the B. & O. and the Pennsylvania roads is inducing very many congressmen to spend Saturday and



The House—I Give You Warning, Old Man; It's Loaded.—Minneapolis Journal.



Jolly Old Pals.—Superior Telegram.



Sunday in Washington instead of at their homes in near by states. On one train last year out of 221 passengers 215 rode on passes. Doing away with this petty graft has purified the congressional atmosphere and led the legislators to give railway rate regulation a respectful hearing.

By the tariff issued by the Wabash road, effective Mar. 5, Chicago millers are given the same proportional on grain products enjoyed by the millers of Minneapolis. Chicago millers thus are enabled to mill in transit on the thru rate from Minneapolis to the seaboard, which is 25c, instead of paying 10c from Minneapolis and 17.5 from Chicago to the seaboard, a saving of 2½c per 100 pounds.

The Ohio house of representatives on Mar. 6 passed the bill creating a railroad commission, by a vote of 80 to 8. The three members of the commission are to be appointed by the governor and will have a salary of \$5,000 a year each. The commission has the power to fix rates to go into effect within 30 days, the railroads having the right to appeal to the common pleas court within 60 days. Drastic penalties are provided for granting or accepting rebates.

Watered stock dividends are to be protected by the Knox amendment to the Hepburn rate bill, it is alleged. The railroads are insisting on an amendment that will give the courts right to inquire into the question whether the rate fixed by the commission will enable the road to pay dividends on its stock. When the interstate commerce act was passed the railroads took advantage of the opportunity to incorporate provisions that have been of great benefit to the roads; and they are reluctant to see a bill passed at this time without including clauses that will still further conserve their vested right.

President Roosevelt on Mar. 1 consented to three amendments to the railway rate bill. One amendment will permit the Interstate Commerce Commission to use its discretion in setting the time in which a rate is to go into effect. The second amendment places in escrow the difference between the old rate and the new rate, in case the courts grant a stay in the Commission's order, the money to go to the winner of the suit. The third amendment limits the court review of the Commission's ruling to whether the railway has been deprived of its constitutional rights or whether the Commission has exceeded its authority.

The ship subsidy bill passed the senate by a vote of 38 to 27, but more members of the house are opposed to subsidies. The bill grants to cargo vessels (steam over 1,000 gross and sail over 200 gross tons) engaging in the foreign trade for a year, \$5 per gross ton; if engaged for less than a year or more than nine months, \$4 per gross ton, and if less than nine months and more than six months, \$2.50 per gross ton per annum, nothing for any period less than six months. The payment of \$3,000,000 a year as a subsidy to 13 mail lines is also provided for, and a naval reserve of 10,000 men is created.

Senator Tillman of South Carolina on Feb. 26 reported the Hepburn rate bill to the senate and gave notice that he would ask for a vote as soon as possible. Altho Senator Tillman is an enemy of Pres. Roosevelt, the action of the committee in placing the bill in his care has greatly improved the prospects for its passage. Senator Tillman says: "As for myself I will never consent to an amendment which suspends a fixed rate during hearing and determination of the court.

The rate must be effective until it has been pronounced unlawful or otherwise by the court. There are also other amendments desired by many senators, and all these must be considered and a conclusion reached."

Judge Landis of the U. S. Circuit Court at Chicago recently ruled that a railroad official must answer the question "What part of the mileage from whatever source have you given up to shippers during the last six months?" In considering the payments of rebates on car rentals to shippers Judge Landis said: That the person to whom the payment is made has been thereby removed from the level of equality, to establish which the laws were passed, is too plain to justify extended consideration. With respect to the transportation of his property, he is just as much better off than the general run of shippers as the payment amounts to. The net cost of the transaction to him—his freight expense—has been reduced just that much. It is, therefore, apparent in such a case that the purpose of the legislation has been defeated.

Apparently, Mr. Foraker would have the law so framed that any rate fixed by the Commission would be open to question at once by the courts on the broad ground of reasonableness. That is to say, a carrier complaining of a rate would be able to demand a judicial review of the facts of the case, the court traversing the ground already covered by the Commission and suspending its order pending a final decree. That under such a procedure the Commission's orders would be mere academic recommendations of no binding effect seems obvious. Even if finally sustained its orders would go into effect too late to give any real relief to shipper and consumer. The Foraker speech tends to confirm the suspicion that the demand for a judicial review masks an effort to rob the Commission's rulings of all force and finality.—Chicago Daily News.

The annual meeting of the Grain Dealers National Ass'n will be held June 4 and 5 at Chicago.

March is too early to sell wheat short on fine crop prospects. Wise traders will wait until May for a sure thing.



**Cover's Dust Protector**  
Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
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### Process for Separating Foreign Seeds from Clover.

An electromagnetic process for separating rough and irregular foreign seeds from clover and other smooth seeds has been invented by David S. Cook of Basil, O., who has been granted letters patent No. 813,404 thereon. Assignments of one-third interests in the patent have been made to Joseph W. McCord and Wm. S. Cook of Columbus, O.

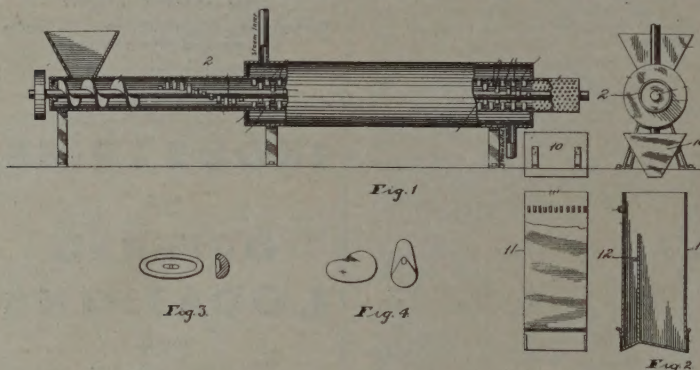
Mr. Cook says: "It is a well-known fact that seeds coming from a huller em-

a suitable seed mill, or if the paste was made from iron filings or dust mixed as above the separation could be effected by allowing the seeds to pass over a series of magnets, to which the buckhorn seeds, with the iron paste in their grooves, would cling and could be cleaned off from time to time by suitable means.

"Various manners of removing the buckhorn seeds by magnetic attraction could be employed, and it has been found that a simple way of accomplishing the result is to allow the seeds to fall or pass through a magnetic field, which causes

which is a partition, back of which are the electric magnets that exert an attraction on the buckhorn seeds as they fall. On account of the attraction for the iron filings in the paste the buckhorn seeds fall behind the partition, while the clover and smooth seeds drop straight down. The clover seeds are drawn off at one side and the buckhorn at the other side thru gates at the lower corners of the receptacle.

The corn is coming too fast now to maintain prices, but the corn that is to satisfy every obligation is not due till May; don't wait for that. Sell now. I believe there is a profit of 3@4c in selling oats, too. The evening up process is coming quickly, when it comes. Sell while there are buyers. Fix yourself to be a buyer, when all holders are sellers. You see what wheat has been doing; if wheat has been a surprise, the others will be consternation.—E. W. Wagner.



Electromagnetic Process of Separating Foreign Seeds from Clover.

body many rough and irregular seeds as well as clover and smooth seeds. These rough and irregular seeds are detrimental to the quality of the product and are difficult to remove. In fact, heretofore it has been almost impossible to separate the objectionable seeds from the desirable seeds, as they are both of practically the same size and weight. The most common foreign seed encountered is the buckhorn. This seed is oval in outline, rounded at its ends, and on one side and on its other side is hollowed or grooved.

"The process consists first in mixing the seeds with a paste preferably composed of some readily-drying adhesive material in which is incorporated a suitable heavy material to increase the specific gravity of the paste. The paste being mixed with the seeds readily fills the grooved or hollowed portions of the buckhorn seeds or any irregularities or concavities on the surfaces of the foreign seeds. The second step of the process consists in drying the mass of mingled seeds and paste, the character and duration of which depending upon the paste employed. The third step contemplates a suitable agitation of the seeds, whereby the paste is removed from the surfaces of the smooth seeds and the smooth portions of the surfaces of the irregular or foreign seeds, the paste deposited in the hollowed or grooved portions, however, being undisturbed. The smooth seeds are thus cleaned and highly polished and will be lighter than the foreign seeds, each of which contain a deposit of the heavy paste, the specific gravity of the buckhorn or foreign seeds thus being greater than the clover seeds. The seeds are now ready to be separated, which constitutes the fourth step of the process. The separation may be accomplished in various manners and will depend somewhat on the character of paste used. For instance, if the paste includes lead-dust or other heavy material combined with a small proportion of flour and water or other adhesive material the weight of the buckhorn seed will be increased to such an extent that it could be easily separated on

the buckhorn seeds owing to their metallic deposits to be deflected and fall into a separate compartment, thus being separated from the clover seeds, which are allowed to fall into another compartment or receptacle."

The engraving herewith shows the apparatus in which the separation is effected. Fig. 1 is a side elevation; Fig. 2 an end elevation; Fig. 3 a detailed view showing the grooved side of a buckhorn seed and its cross section, and Fig. 4 is a detailed view showing a side elevation and end elevation of a clover seed.

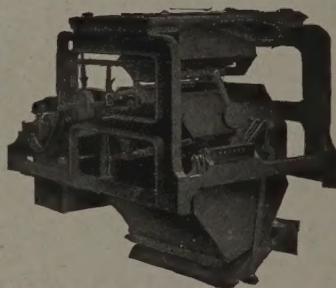
The seeds and paste are fed thru a hopper into the elongated cylinder, 2; and forced along and mixed by the spiral conveyor and lugs on the shaft. The lugs force the paste into the hollowed portions of the buckhorn seeds. This part of the cylinder is steam-jacketed to dry the paste, the surplus dry paste being removed by the lugs, which also polish the seeds, leaving the paste only in the cavities of the buckhorn.

The extreme end of the cylinder is perforated and discharges into the hopper, 10, over the receptacle, 11, off to one side in

## Cut Out Your Losses!

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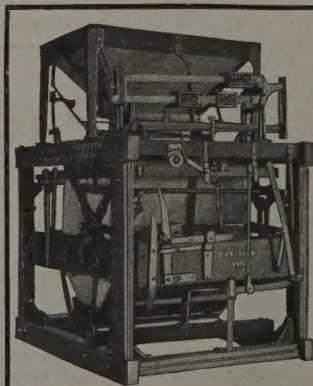


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Losses paid..... 1,500,000  
Net cash assets..... 328,000

## Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....\$8,987,642.00  
Face value of notes..... 1,328,540.52  
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For full particulars address

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is based upon certain features of elevator construction. Charges are made to the low rate for defects. When building new or remodeling many defects can be avoided if you know how.

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It will show how you can make your own rate and obtain a low cost for insurance in the



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For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/4 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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will sell LUMBER and mill work at wholesale prices to grain men and give wholesale grades. It will pay you to send your inquiries to us.

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Chicago, Ill.

## Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

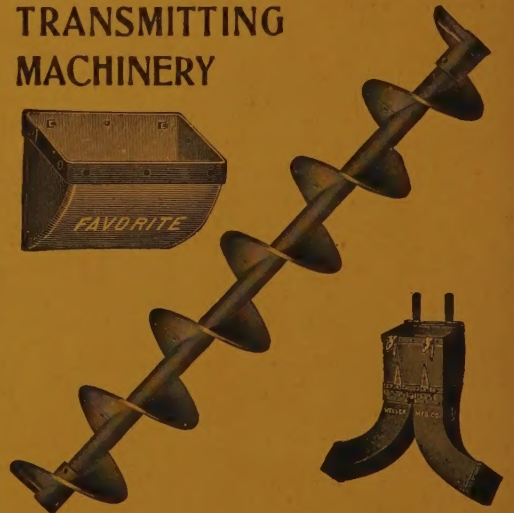
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